

R & C TEST REPORT:

# ROD & *Custom*



SPACEAGE CHEVY DOMETOPPER

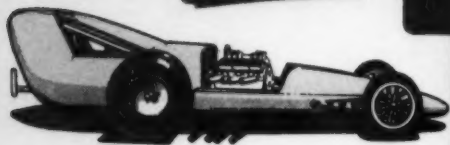
REVELL'S SLANT 6  
plastic kit opens new horizons

Racing Jamboree



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MODEL-BUILDERS  
ISSUE!

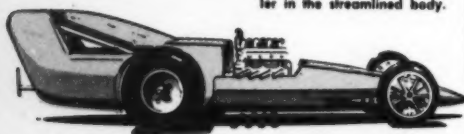
# THE ***NEW*** *amt* 3 IN 1



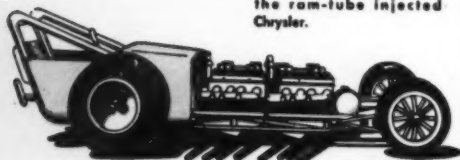
An injected Chevy is installed in this streamliner.



Eight carbs used on the Chrysler in the streamlined body.



The streamlined body around the ram-tube injected Chrysler.



Tandem Chevys with fuel injection in the open rail.



A Chrysler with ram-tubes and fuel injection in the Fiat coupe.



## 3 COMPLETE ENGINES

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# DRAGSTER

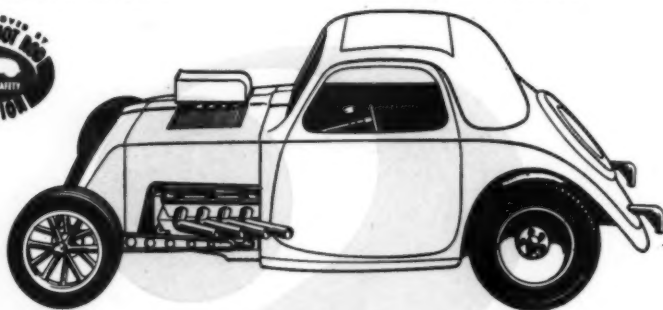
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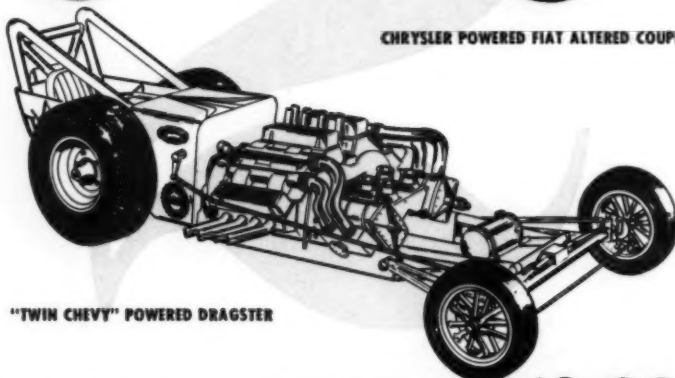
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# ROD & Custom

fifth issue of our ninth year **SEPTEMBER 1961**

Focusing the spotlight on this month's cover brings up the subject of models. On the way out side of the scales, Duane Dewey's 1/12 sized miniatures reflects years of whittling experience coupled with a solid foundation of artistic sense and drafting know-how. A closer look at the detail to be found on these sculptured gems may be had by scrutinizing pages 16 to 19. Sharing the spotlight is Ron Aguirre's Corvette. Rising above the nautical-styled body is the most obvious departure from present day procedures; a transparent monument to the axiom that people in glass houses shouldn't.

Model cover photo is by Pat Brollier  
Aguirre's Corvette photographed by Ed Roth



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## 16 LOVE FOR SCALE

a start-from scratch modeler shows off talents in design and construction of an indianapolis-type race car, a sports car, a turbine-powered gran prix car and two straightaway vehicles; a jet LSR streamliner and a motorcycle.

## 30 NORTH MEETS SOUTH — Roadster Style

the day of the roadster outing has not vanished — or not if two groups of open air enthusiasts have it their way. an example of their determination is seen in a recent mid-point get-together at sequoia national park.

## 38 R&C TESTS THE PIONEER B-4 (Modified)

sky-diving is america's newest sport and has attracted a large number of rod and custom fans. their long association with high performance vehicles could not help but cause them to make a comparison between parachutes and dragsters.

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## THE STARTING LINE by the editor

This issue finds the staffers of R&C enjoying the same sensations that Gulliver may have experienced during his stay in the kingdom of Lilliput. Our big modelbuilders' issue has thrown us headlong into a miniature world; our decks piled high with tiny, but faithful reproductions of some of the most popular machines in our normal-sized world of rods and customs. The increasing interest in scale miniatures of all kinds and sizes cannot be ignored, so taking the opposite tack R&C is devoting a major portion of this issue to the hobby. Future issues will devote a regular portion to models; something that our deft-fingered readers have been clamoring for ever since R&C became the first automotive publication to acknowledge that new facet of this car-building sport. To be sure, R&C is not going to devote all its space to

tiny tinkering, but several pages a month will be routine.

Noted for exploring all ramifications of the automotive sport, R&C has gone a bit further afield this month with a story on Sky Diving. Our editorial license for this digression is found in the levity of the comparison of



parachuting with dragging, and author Ron Simmons (left), has milked the idea to its fullest.

Ron; rodder, customizer, sports car addict, auto stylist and top winner in R&C's design contest of five years ago; ran into sport parachuting during a hitch (his second) with Uncle Sugar's 86th Airborne Division—a group of Troopers who amuse themselves in their time off by...parachute jumping. Auto-minded Ron found the wheels in his head turning and turned us on to this yarn wherein a 'chute becomes a strange dragster with all runs made *straight down!* This wierd vehicle is not left stock, either, but rather may be highly modified to increase forward speed and steering qualities. We went out to observe a test run on a modified job that Ron had assembled, shot some photos for our story and are now on our way to the store for some Courage Pills; we want to give it a try. In the meantime, dig that nutty dragster.

Imagine our surprise to get fan mail for, of all things, our subscription pitches. Proof that R&C has more fun than people is found in the usual monthly blast that greets unwary readers of this page. The subtle(?) advertisement which runs alongside the editorial here is one of the highlights in our lonely vigil of assembling the magazine. A number of letters have begun to trickle past the censor, praising us for our soft sell of our favorite product. One, we recall, contained money for a year's subscription. Nutty!

lynn wineland



WE'VE BEEN UP A TREE many times when it comes to figuring out how to provide the best coverage of big meets like Bonneville, the National Drags and other championship events. (That's the way it goes when you can't afford the admission.) But R&C goes 'way out (on a limb) to bring firsthand reports from the top dogs in the rod and custom field (and some of the squirrels in the trees, too). You can count on us to be there (up the tree) dodging the hottest dragsters as they come off the line (and the bits of bark the squirrels throw at us) and providing you with technical features that tell how to get a bite (ouch!...their bite is worse than their bark!) and the extra horsepower to get rid of the competition. Just so you won't be stumped (Tim-m-m-bar-r!!!) when it comes to automotive know-how, subscribe today to the magazine that leaves (Autumn leaves) no stone unturned (or tree unclimbed) to bring you the best in automotive feature stories, how-to-do-its, humor, technical info and on-the-spot coverage. Is your knowledge limited? Branch out...SUBSCRIBE!!

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6/ROD & CUSTOM • SEPTEMBER 1961



## OUR READERS *write or wrong*

### WISE WORDS ON CUSTOM CRITICISM

I am a regular, pretty regular, reader of R&C and probably would never have written except for a letter in the column "Our Readers Write" by a Mr. Don Kaelin. Mr. Kaelin described some of the "shoeboxes" in some previous issues as "farm wagons" and "mud flap traps." It seems that he should first see if he has any room to use such words about anyone else's car when his own taste might seem to others to be on the "squirrely" side. If the boys who built these "farm wagons" are anything like me (and many other teenagers across the U.S.) they will agree that it is sometimes difficult to build a "show car" on a teenager's budget. On the other hand, a custom is built in the first place to please the owner and in building it his tastes come first. We may not always agree with his ideas and his styles, but I think that we could certainly be a little more subtle in our criticisms.

Incidentally, Mr. Kaelin, we have some pretty fair "farm wagons" here in Oklahoma.

I think R&C is a great magazine and my friends and I always wait for it every month. Keep up the "mud flap traps."

Bob Stewart Oklahoma City, Okla.

### SMOOTH STUDE

I have been buying your grand magazine at the stands for the past several months and have enjoyed every issue very much. My experience in customizing is very brief and I have enclosed a few snaps of my first attempt in the hopes it will rate a spot in your fine magazine. This '54 Stude coupe has been decked, nosed, dechromed and now sports phony wire wheels, whitewalls, caddy door-chrome strips and chrome exhaust extensions. It is finished in several coats of royal red and is set off

nicely by custom interior of pale turquoise. The stock 282 cu. in. V8 engine and standard transmission with overdrive provide enough get up and go for this Stude. All custom work, interior and exterior was done by me. Again, any recognition of my mild custom coupe will be appreciated.

Bruce Feller

Lindenhurst, N. Y.

### OUR NEW SIZE FITS

Congratulations on your new size! I looked on the back of your July issue and sighed a great big, long sigh. I, for one, think that you have not only made a move for the wiser, but that the coverage in your magazine and the whole mag, in general, have improved from the best to even better (if that's possible!)

Keep the "Off the Sketchpad" going, as it's one of my favorites. I'm awfully glad "R&C in Miniature" is back. Another thing that I'm sure others notice is the fact that you print not only the pro's but con's, too. (Readers Write—or wrong.)

One more thing. Tell Dave Wildin (July) that R&C prints its material for the enjoyment of everyone who buys it, whether they buy it from the local newsstand or subscribe as many do, AND NOT JUST FOR HIM!

Bill Baroni

Arcadia, Calif.

### BUICK OWNER HAS HIS SAY

Just got through reading your April 1961 issue of Rod & Custom. I would like to put in my two cents worth on the article "Our Readers Write—or wrong," about the "Porthole Patriot", Doug Howard of Keesler A.F.B., Miss.

I have driven many Buicks of my buddies and relatives ranging through the years from 1955 up to 1960. In fact, I own a '60 Buick 2 door which I am planning some work on.

I have no complaints on Buick motors, and these last three years ('59, '60, and '61) their bodies have shaped up considerably, but Buick will never be any-



thing but a tub until they get rid of both types of transmissions, Dynaflo and their version of a stick and also some of the chrome-plated doo-dads like port holes, etc.

Buicks first lack that certain punch that they could have if they were equipped with hydro's or/and a more precision-built stick trans, with a wider range of gear ratios.

In answer to Mr. Howard's wasting Impalas, Bonneville's and Furies from a standing start with a '56 Buick Special, two barrel, V8, four door with Dynaflo!! I just don't think it can be done, stock for stock.

I enjoy your magazine very much. Keep up the fine articles on speed tuning the hot stockers for the strip. They're definitely going to help the guys bring home a few more trophies.

Rod Sturm

#### IOWA OLDS

Enclosed is a snapshot of my customized '51 Oldsmobile Club Coupe. It has been nosed and decked. The headlights have been given the shade treatment through the use of '55 Chevrolet rims. The upper chrome grille has been removed and the shell has been given the classic oval shape. In place of the stock



Oldsmobile grille, I have substituted a '51 Packard grille minus the parking lights. The front bumper has been shaved and all unnecessary side-chrome has been given the deep-six. It has been lowered 4" in front and 2" in the rear. It also features chrome side-pipe and 4-bar lancer wheel covers. To top it off, it has been sprayed with Ermine White Enamel.

I am the Secretary-treasurer of our club, the Blue Devils Auto Assn., which has just completed a very successful fund drive for the Heart Fund, raising over \$500.

Bill Anderson

Vinton, Iowa

#### NEW SIZE DOESN'T FIT — HIS BOOKS

No! Please Don't Grow! Your mag is perfect just as it is. First you make "Kart" big, and now you're doing it to R&C. If you get bigger, then you won't fit into my school books and I won't be able to read your fine little mag in class!

As it said on the title page of your July issue, "Third issue of our ninth year." If you've been putting out the little R&C for nine successful years, why change now? PLEASE STAY THE WONDERFUL SAME!

Darryl Cook North Highlands, Calif.

• Hope you'll stay with us anyway, Darryl. Perhaps you can find some help in Carl Kohler's story in last month's issue.

continued on p. 45

# Weirdsville. ya hip?



Cast your orbs on  
on this bit.....

send us a sketch  
and we will  
wait you 2

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## ON YOUR MARK...



The BIG event of the drag racing calendar takes place at INDIANAPOLIS this year, at the world's auto racing capital. It's the 7th annual National Championship Drag Races, presented by National Hot Rod Association, the sport's official sanctioning body.

## GET SET...



As usual, the Nationals will feature the absolute best in drag racing, with top drivers and the hottest cars from all parts of the country in competition. As an extra bonus, the Nationals will mark the grand finale of the official 1961 points season, with the new World Champion crowned and the sport's Top Ten determined.

## GO!



Facilities and accommodations for fans and contestants will be superior to any ever seen at a previous Nationals event. Four big days of racing will make this the essence of Ingenuity In Action! So make your plans early and get ready for the

### 1961 BIG GO NATIONAL CHAMPIONSHIP DRAG RACES

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Labor Day weekend

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## auto



Announcement was made recently of a new type of welders' helmet which allows the welder to look at his work without touching his welding helmet. The time-saving unit affords the opportunity, for the first time, for the welder to look through either clear plastic or filtered glass, at will, without removing his hands from his work. Whenever the welder desires to see his work, he simply opens his mouth. To automatically replace his leak-proof light filter, he closes his mouth. A spring-activated mechanism in the welding helmet does the work. This Auto-View Helmet is manufactured by Auto-View Welding Helmet Co., 1424-4th St., Santa Monica, Calif.

An announcement has just been made by V-Plex Clutch Corporation, Hagerstown, Indiana, of another new automatic clutch, Model 18C6826 is the latest addition to V-Plex's respected line of automatic clutches. Designed specifically for the single cylinder engines developing  $3\frac{1}{2}$  to 6 horsepower, Model 18C6826 fills a former power gap. With this latest addition, it is now possible to supply V-Plex automatic clutches from  $1\frac{1}{2}$  to a full 9 horsepower. Design simplicity is an important feature of V-Plex Clutches, and one which is contained by Model 18C6826. Simple to install, automatic in operation and easy to maintain, Model 18C6826 contains only four parts, cover with support tube, governor, movable half of the pulley and fixed pulley half. For little money, this clutch gives big performance, as proved by many already satisfied users.



West Bend has released a new replacement piston for all West Bend 5.8 cubic inch Power Bee engines. Originally designed for the company's new "5-port" models, the piston has been made available to karters who wish to modify their earlier West Bend engines. Standard as well as .010 and .030 oversize pistons are available. Oversize pistons make it possible for the owner to re bore his worn or damaged cylinder walls rather than purchasing an entire new cylinder housing. Regular cast iron piston ring sets available for all 3 sizes. All parts, prices available at authorized West Bend dealers.

Newly engineered Model 500 Mileage Minder, a fully variable fuel pressure control, is being introduced now to the automotive field.

Newest model of this fuel system accessory rations gas as needed, states the manufacturer.

Fuel pressures delivered to carburetor by this new unit vary from 1 p.s.i. to full pressure of the fuel pump. This constantly variable pressure, it is claimed, assures economical fuel consumption under all driving conditions.

Model 500 Mileage Minder has both a pleated fuel filter and a magnetic Trouble Trap, is suited for installation on all gasoline powered motors. For information write: Mileage Minder Co., San Francisco, 10, California.



# mart

The latest thing in go-fast goodies is the new Kientz rear change quick change assembly for all Chevrolets and Corvettes. Price is \$345.00 complete as shown, but less spur gears.

This new assembly is similar to the front change Kientz quick change, except the gears change from the rear of the car, rather than dropping the drive line to make the change. Requires machine work for installation. Available from Moon Equipment Co., 10820 South Norwalk Blvd., Santa Fe Springs, Calif.



A new diaphragm carburetor, designed especially for kart engine application, has been announced by Tillotson Manufacturing Company, Toledo, Ohio. It has a new large one-inch bore, plus a ball check type main nozzle, with a metering system engineered for maximum torque and acceleration. Quick acceleration and best operation will be obtained from the new HL-115A Tillotson diaphragm carburetor by mounting it upside down (with plastic fuel connection on top). A universal throttle lever is provided for easy foot control hookup. Complete carburetors plus repair kits and parts are available from authorized Tillotson dealers. Factory-tested conversion kits for "hot" fuel are also available for the HL-115A.



Owners of American compact cars who want more performance to keep pace with the bigger OHV's can look to Weber's new individually-designed, dyno-tested camshafts specifically engineered to improve the engine of any compact turned out on U. S. production lines. A special Steel Billet Cam — ground from a steel bar — is available at \$175.00 each.

Weber will also grind your own cam, including the longer life, Parkerized finish, at a charge of \$45.00. Get detailed information for just 25¢. Send to: Weber Speed Equipment, 310 South Center Street, Dept. RC, Santa Ana 2, California.



Now when you wash your car, you simultaneously deep wax the finish with this new "Prestone" Wash and Wax Car Sponge. Union Carbide's laboratories, where the new self-applicator was developed, define the chemical action as "emulsion inversion." The sponge contains detergents, water-activated silicones and waxes. Using only a hose, or bucket, and the sponge, car owners wash their cars in the normal way. The waxing action takes place automatically during the water rinse. Wax spread by water is the explanation of the polished finish which appears as the detergents are washed away. Ideal for the new acrylic and super enamel finishes, the sponge contains sufficient ingredients for at least two wash and wax jobs and retails for a suggested \$1.49.

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MOON EQUIPMENT CO.  
SANTA FE SPRINGS, CALIF.  
CIRCLE 11 ON CARD

**auto**



A new electric-powered toy road racing set called "Model Motoring in HO Scale", by Aurora, features 2 inch long autos, roadway sections that can be joined to make replicas of famous race tracks, electric power in the form of a 12-24 AC or DC 1/4 Amp. transformer. Cars are maneuvered in their lanes via speed control units which the operator "drives". New sets will include a massive championship four-lane racing layout at \$49.95 and a slightly smaller four-lane model at \$39.95. The basic two-lane sets including cars, roads and various accessories, are priced from \$16.95 to \$29.95.



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What are they saying?

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Just put a caption to this photo of the new R-1 Kart. Make it funny or serious.

Mail your caption with any part of any LB label, carton top or facsimile to LB Labs, Dept. H, Box 430, Glendale 4, Calif. Contest ends September 30, 1961. Only one entry per person. Decision of judges is final.

Caption judged on originality, aptness of thought and clarity of expression. Duplicate prizes in case of ties. Winners notified by mail.

"Did you see 'em jump when I blew the horn!"

MY CAPTION:

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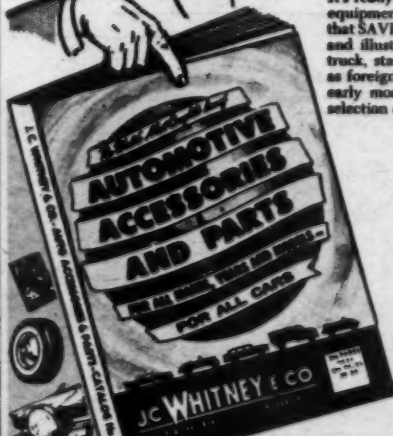


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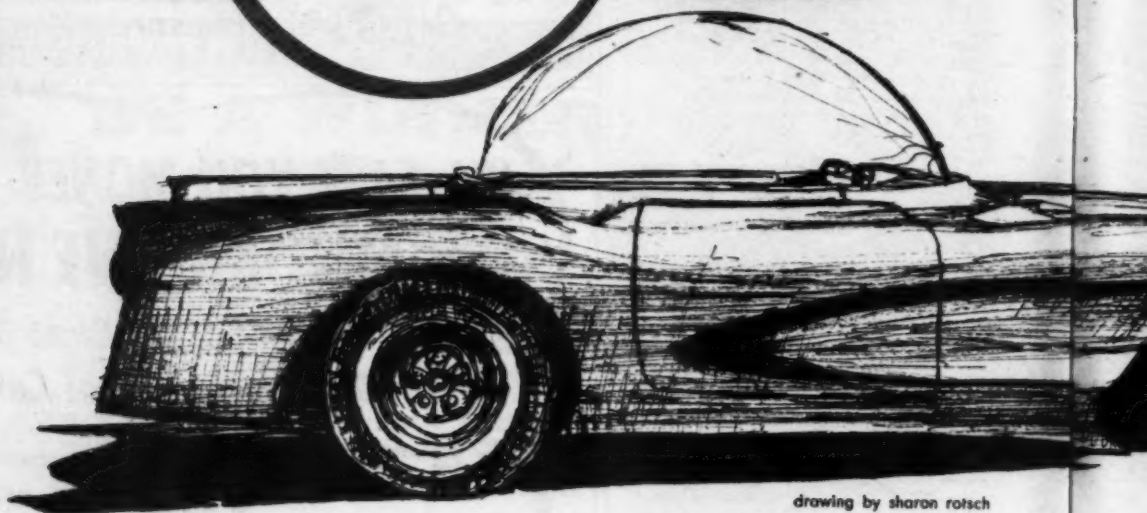
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ROD & CUSTOM • SEPTEMBER 1961/11

when it came to  
building a top for  
this custom corvette it was ..

# BUBBLE OR NOTHING

**ROD &**  
*Custom*  
**COVERAGE**

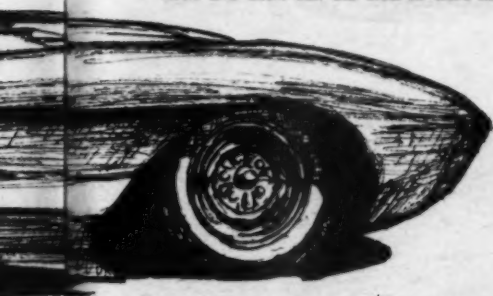


drawing by sharon rotsch

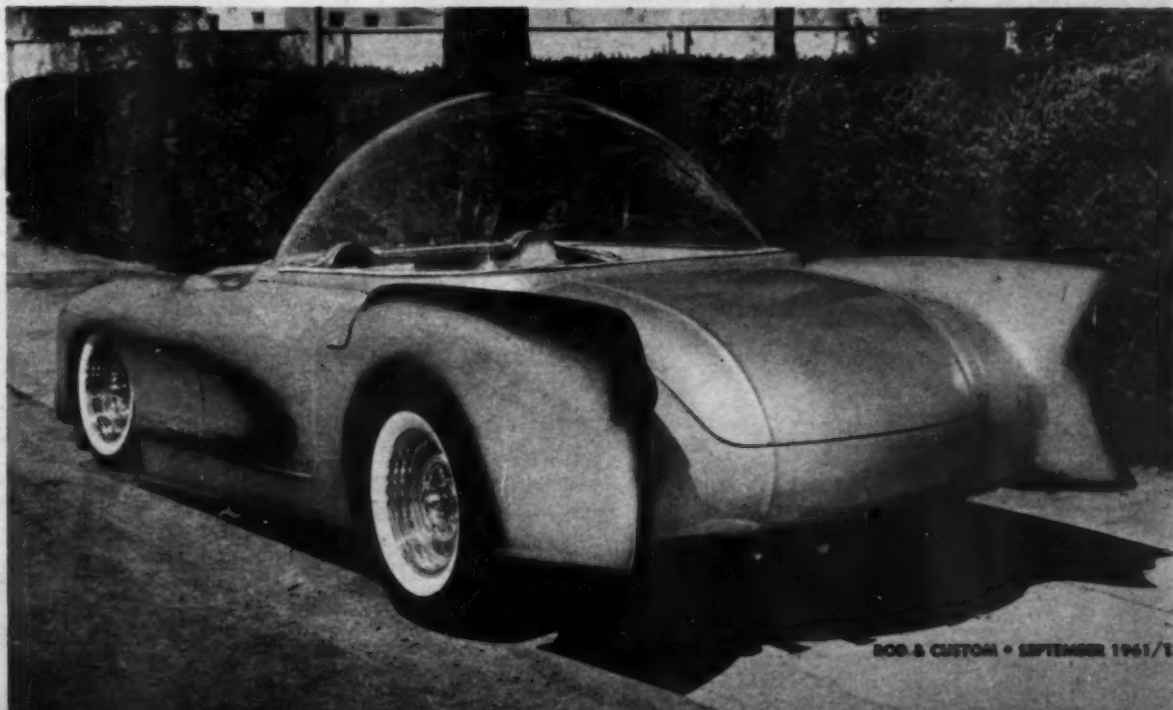


photos by ed roth

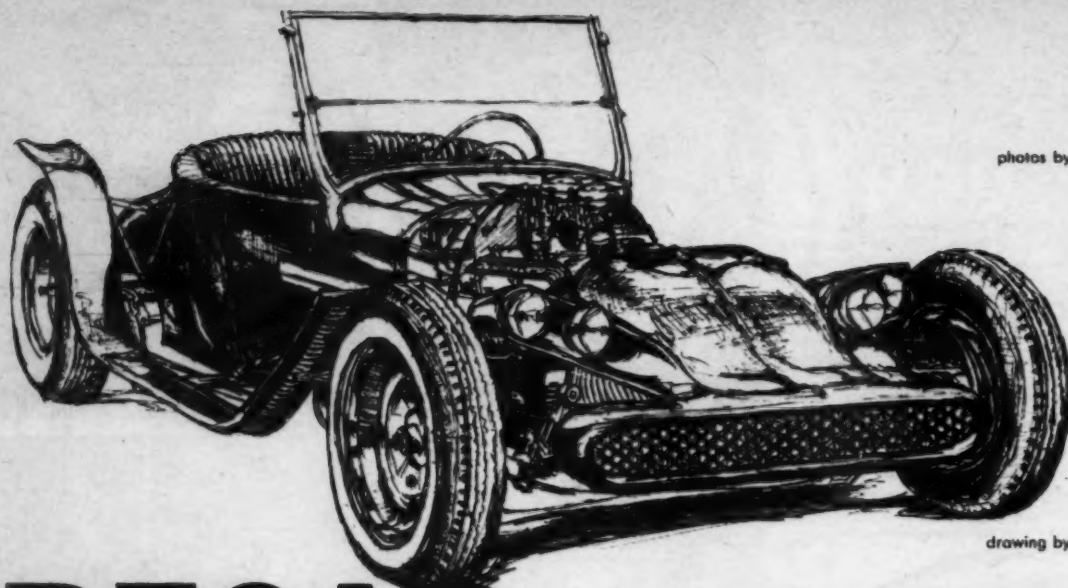
In order to keep up with ever-changing show styles, Ron Aguirre, of Rialto, California, decided to do something really different to his custom Corvette. That "something" resulted in the removal of the windshield and stock top in favor of a clear plastic bubble. The outcome, combined with the other futuristic modifications on the car, looks like "space age" transportation has arrived. Ron further modified the '57 Corvette by adding a section to the lower edge of the body and taking off the side trim. Front fender peaks fair into fender scoops and rear fenders are flared at top and bottom. Taillight lenses were hand made. Peaks were added to hood and deck. Ron did most of work himself.



The nose has been extended and a deep grille opening molded. Headlights are reflected to road from behind Opel grille. Operation of the car is also futuristic, in that the steering, starting, raising and lowering of the top, opening of the doors and raising and lowering of the suspension are done electronically and can be done remotely. Color of the car is pearlescent white with mint green shading. Interior has been done in gold Naugahyde, mouton lamb.







photos by roger kilborn

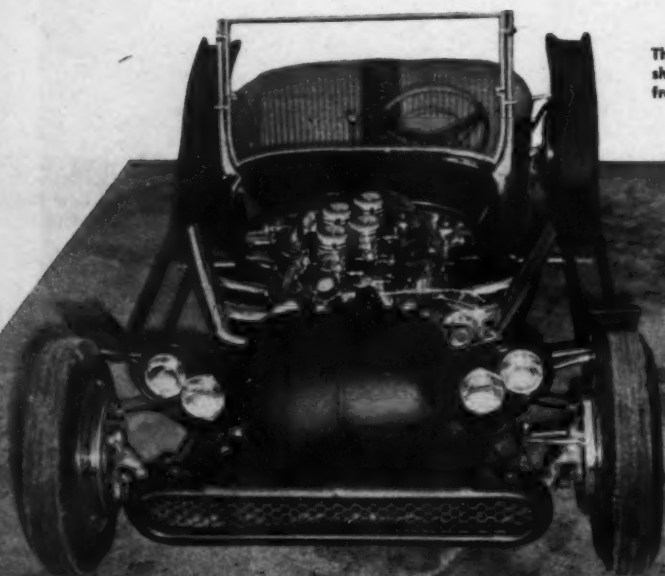
drawing by sharon rotsch

# RECAP FOR A ROD

It has been said that there is no such thing as a "finished hot rod". New and different ideas have a way of popping up all the time. One of the surest ways to bring new ideas to a rod is to have it change hands. A case in point is Stanley Klissen's '27 T roadster of Dodge City, Kansas. In case you don't recognize it, it appeared in Rod & Custom in October, 1961, when it belonged to Bob Novak. Bob sold it to Stanley, who turned the car over to Stuckey's Customs in Wichita. Not only was the outside appearance changed, but a number of mechanical modifications also were incorporated. As a result, an already fine street roadster took on a new look. And it's not finished yet.

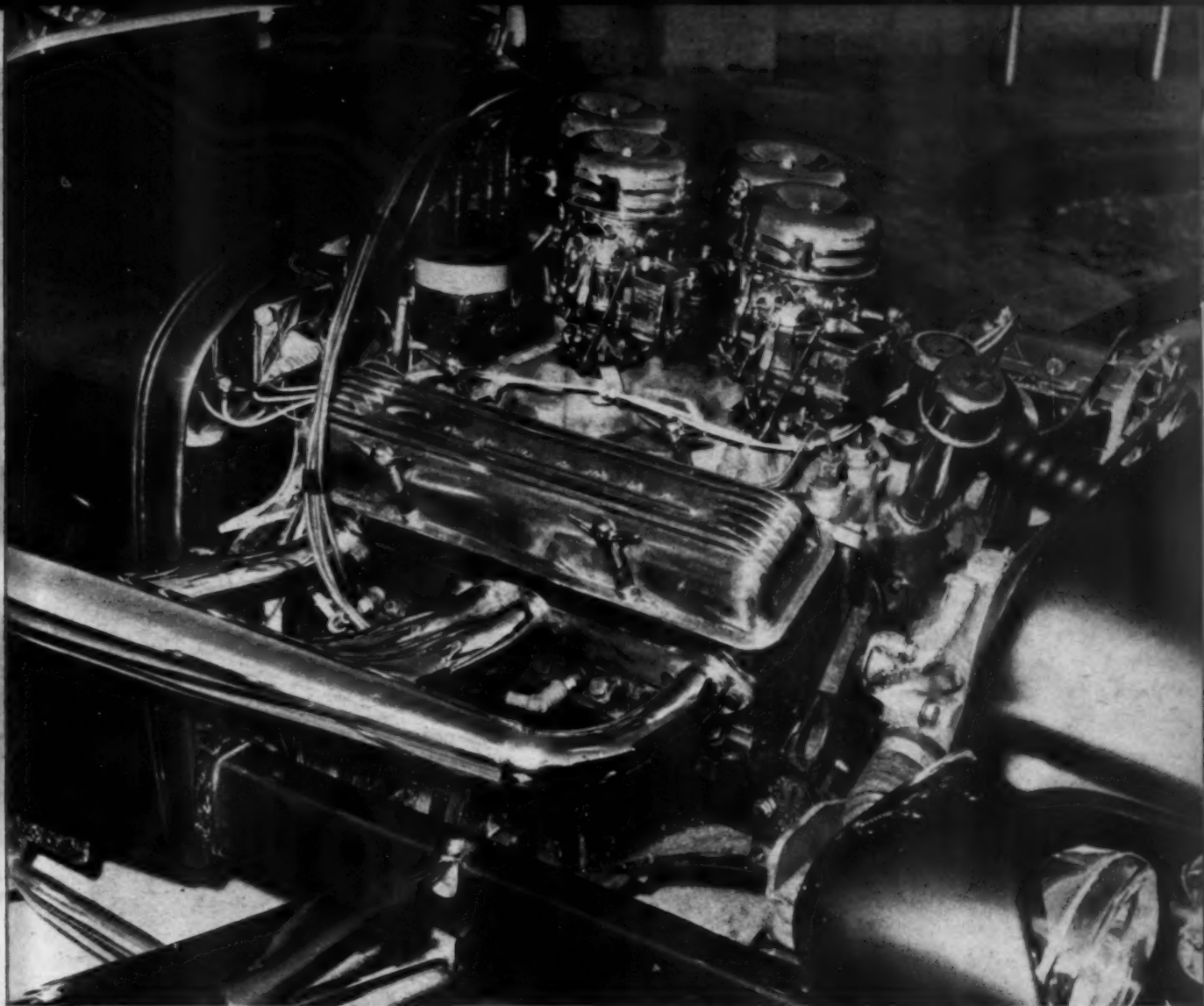


Interior of the roadster has silver and black Naugahyde, a full dash panel, Impala steering wheel. Exposed transmission has been chromed.



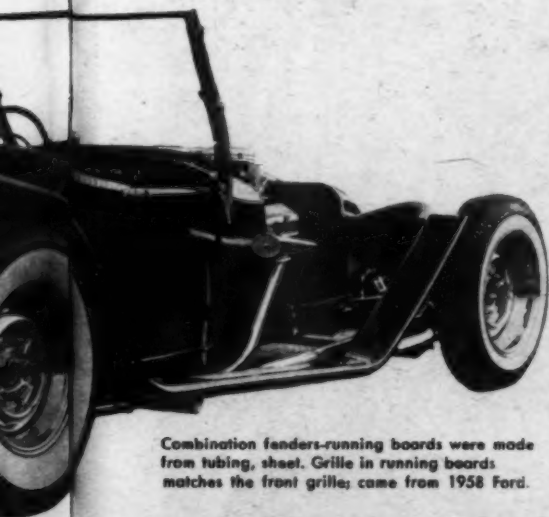
The modernistic nose section was formed from sheet and tubing and much labor. Headlights from '60 Harley-Davidson motorcycle used.





A brand new 315 hp Corvette was installed 7 inches to the rear of the original position. The headers were hand made and the door for

the original gas filler was removed from the cowl. A special fairing from the distributor notch was also added. Note chrome firewall.



Combination fenders-running boards were made from tubing, sheet. Grille in running boards matches the front grille; came from 1958 Ford.

Taillights are from '58 Olds 98, franchised in. Rear axle housings have been reversed, putting spring ahead. Check pleats under fenders.





*patient modeler exhibits an undying...*

# LOVE for SCALE

Almost as soon as he discovered what a jackknife could do, and at the tender age of eight, Duane Dewey of Fontana, California got into the modelbuilding act. The word plastic was not a part of the national scene, let alone a shelf filled with plastic model kits at the local market. Now thirty, and with several hundred detailed scale models gone past the blade of his jackknife, ranging from tiny HO's to huge radio controlled outfits, Duane is more than ever a start-from-scratch modeler of the old school, manifesting a tireless energy in designing, drafting prints and finally executing his creation in scale form from wood, metal, rubber and bits of wire. Shown here are but a few of Dewey's more recent efforts, representative of this young craftsman's golden touch.

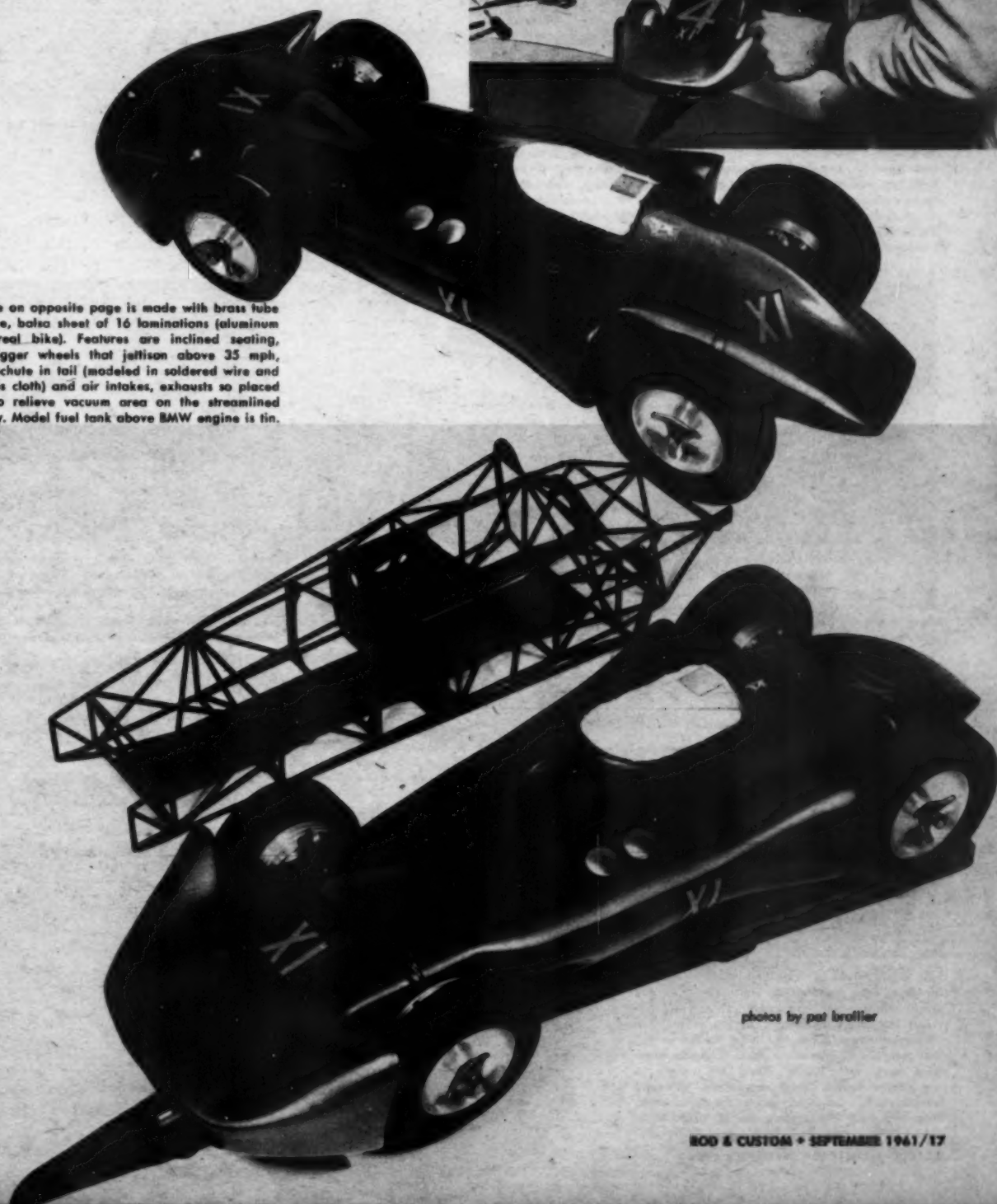




Dewey's creations range from 200-plus streamlined motorcycles (below, left) to the new concepts in Indianapolis race cars as seen on this page. The lady car is constructed of eight pieces of laminated pine and is scaled at 1" to 1', one-twelfth actual size, the same scale as used on all models on these pages. Semi-streamlining is used to increase track speeds and provide space for the large capacity, side-mount fuel tanks. Even the exhaust stacks are recessed into the underside of the body to obtain a lower drag coefficient. The cockpit is cooled by a duct forward of the cockpit cowling. Wheels are turned aluminum and paint is CandyApple Red. The detailed frame was built from balsa, representing the tubing and bulkheads. Note brakes, tubing representing brake hoses.



Cycle on opposite page is made with brass tube frame, balsa sheet of 16 laminations (aluminum on real bike). Features are inclined seating, outrigger wheels that jettison above 35 mph, parachute in tail (modeled in soldered wire and 'glass cloth) and air intakes, exhausts so placed as to relieve vacuum area on the streamlined body. Model fuel tank above BMW engine is tin.



photos by pat broffier



Sports cars are always a challenge to the designer and modeler. Dewey's answer is found in *Der Titane*, constructed of 16 sections of laminated pine with the details finished in balsa. The very low profile and minimum frontal area were sought and attained. The blueprints indicate the thoroughness of builder's work. Importance of aerodynamics was not neglected on this car; air ducting transmits high pressure at front of car to areas of low pressure, reducing burble by smoothing out air flow characteristics. An inclined seating position drops the driver low in the cockpit, amply protected by the sturdy roll bar which is used in the frame structure and which extends into the headrest. Fuel is carried in side-mounted tanks for better balance.



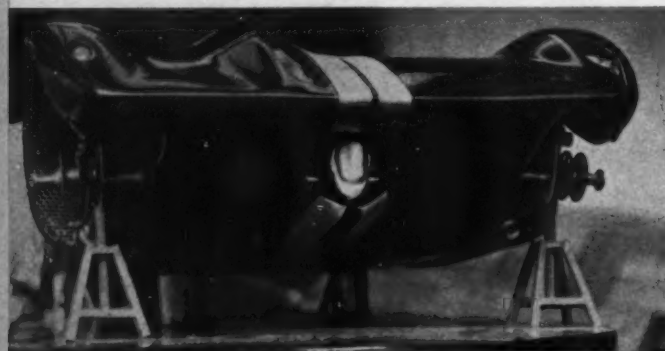
Detail in the rear wheel wall shows the screen gravel guards, rear independent suspension mechanism, spot disc brakes and lines, telescoping shock absorbers, etc. Ends of the exhaust pipes are seen just below lower suspension member. Note the minimum door surface.



Much thought and time in construction is evident in the cockpit area. Wheel is impact type, splined for fore and aft adjustment. The Tach is at eye level, all secondary instruments are below the dashboard. Safety shield covers top of transmission. Cockpit has cool air ducts.

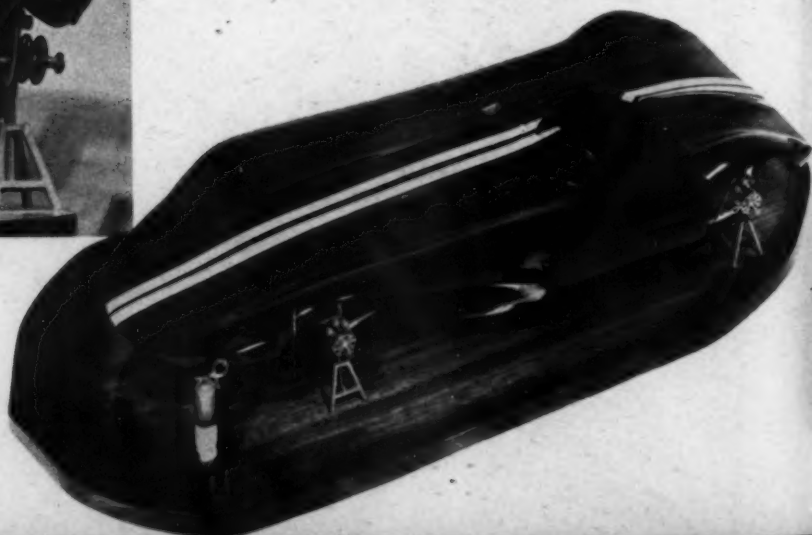


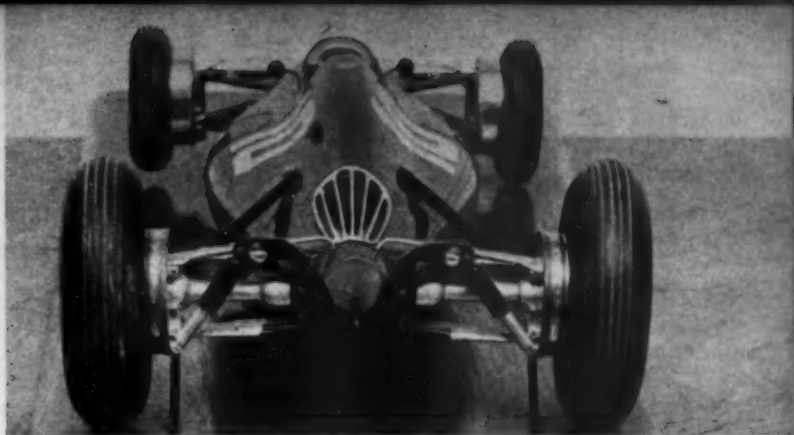
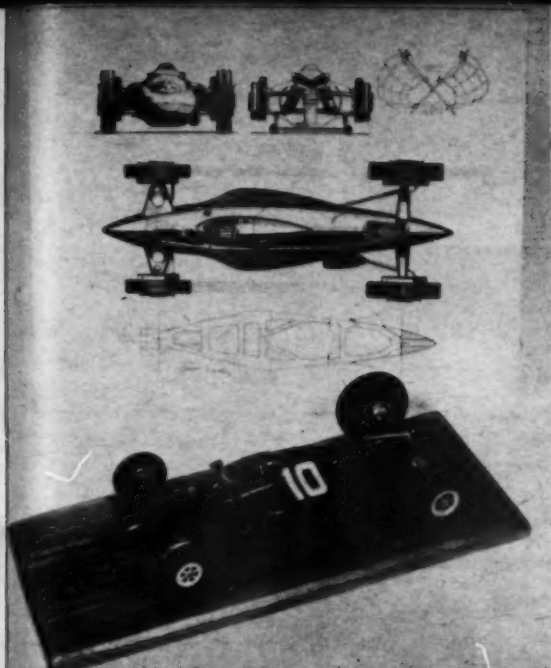
Frame is built from strip and sheet balsa in same manner as full size car. Shape of bulkheads at regular station points shows shell contours and compound shapes. Frame would be truss-type steel tubing. Firewall is thick, honeycombed aluminum as used in aircraft work.



Low angle view of tail shows full belly pan for low drag coefficient. Full access to the quick change rear and center section is provided for fast gear swaps. Racing stripes are continued beneath car (for identification if the car gets upside down? ... Ed.). Taillights show neat work with tubing filling the recess to red plastic lenses. Shop stands are authentic reproductions. Color of sports car is a dark, Burgundy Red. The stripes are of silver tape.

Displayed on a beautiful walnut slab, Dewey's potent looking car is made more realistic by placing shop stands and model of a large CO<sub>2</sub> fire extinguisher as an integral part of the display. Not seen is the front air duct which directs air to the radiator, then to the brakes.

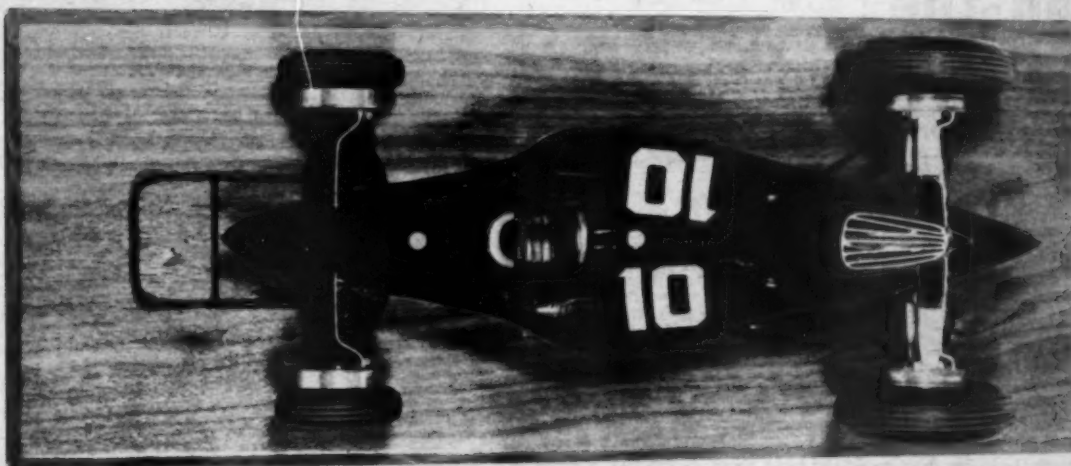




A turbine-powered Grand Prix car with a top speed of approximately 150+ mph was designed and constructed by Duane Dewey over ten years ago. The body shell is pine with mahogany front "A" frames and leaf springs at the rear are made of spruce. Braking for the car is provided by two master cylinders, each operating the huge, shoe-type brakes at one end of the vehicle. The nacelle at the left rear is an external oil cooler. Shell and frame are integrated on this car for less weight than conventional component structure; even the fuel cells are built into the shell. The exhaust from the turbine is directed out the topside of the body through the grille at the rear for better road adhesion and handling. Rear radius rods are affixed to frame "spine".

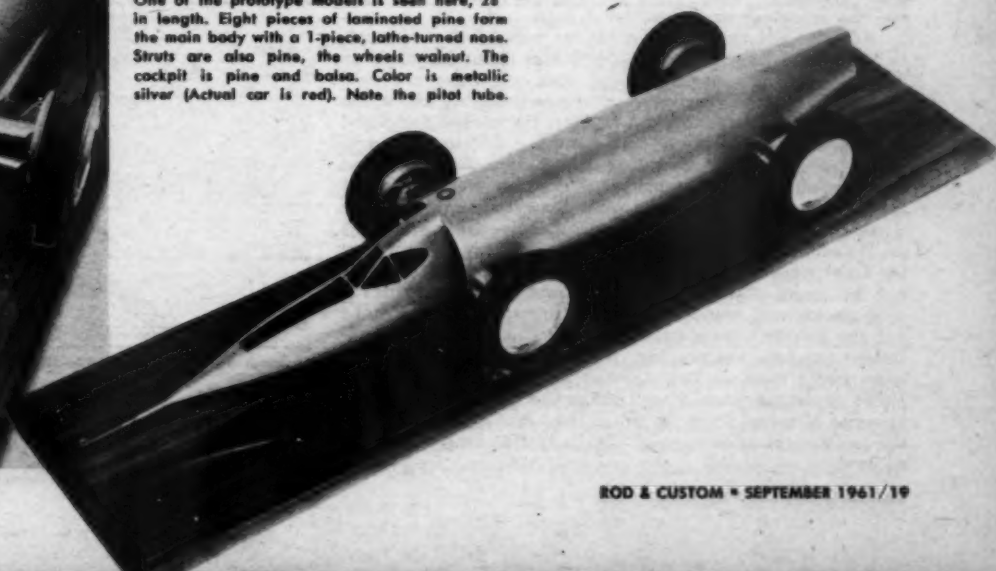
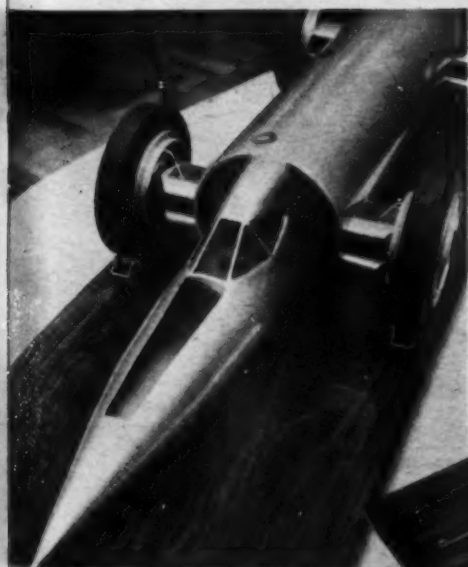
continued

LOVE FOR SCALE



Showing that modelbuilding has its practical applications, Dewey worked directly with the team that developed the well-known LSR contender "Flying Caduceus" from the preliminary sketches and renderings to scale models for the wind tunnel tests. Duane worked with Dr. Nathan Ostlich and his crew, eventually accompanying the finished car to the Bonneville track for record runs.

One of the prototype models is seen here, 28" in length. Eight pieces of laminated pine form the main body with a 1-piece, lathe-turned nose. Struts are also pine, the wheels walnut. The cockpit is pine and balsa. Color is metallic silver (Actual car is red). Note the pitot tube.





# PEDRO

## PREPARES for the NATIONALS and an ASSAULT on the SALT

By DON HOPPEL

Illustrated by don jolley

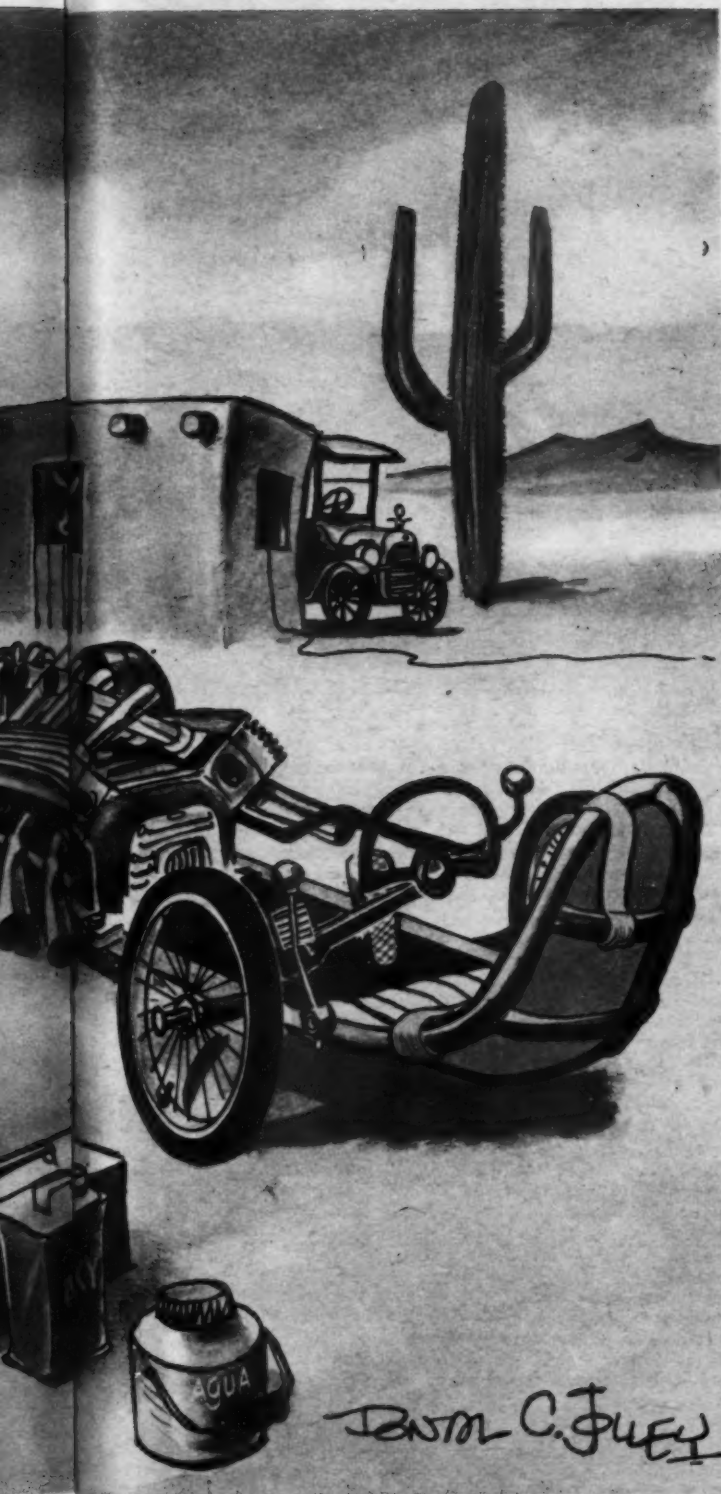
WELL NOBODY MIGHT NOT BELIEVE these but what that loco mexican hillbilly ees doing now ees building hot rod trailers. Pedro says eets a hairy theory but that ees how his brainstorm works. He says that if you are going to shoot for all the marbles you have to let your imagination run wild. And that ees what happened to him.

Eet started innocent like a baby when Pedro out of a clear, empty head decided he wanted to run een the National Drags. But Pedro knew that the competeeen was beeg and bad. He knew that he would have to come up with a wheeled vehicle that was better than the ultimately een design. He started thinking like thees, and thinking some more. And then he beegen to worry. He wanted to look good at the National Drags. He said, what could he built that was a leetle bit better? Finally eet got him down and he crawled een the hammock and slept for 2 days.

After he got up, and after his fat wife keeeked him out, he started to work on eet. I asked him about his plan, or drawing, and he tapped his head with one finger and said eet was up there. Everybody said the same theeng about him also. But that didn't stop him neither. He worked night and day, chewing coffee beans, and sweating and mumbling to himself. He was building a dragster all right. But eet looked like any other hairy sleengshot. He surely weren't no hot rod pioneer. And then he did eet!! Everybody said he made a mistake and wouldn't admit eet. But Pedro said eet weren't so. He said he calculated eet that way. What he did was put the front wheels een back and the back wheels een front. He put the queeck change rear end een front also, along with the beeg sleeks, and made front wheel drive. Then, wisely, he put the bicycle wheels on the rear. Pedro said eet was advanced mexican engineering. He says thees way he won't loose costly time at the starting line weeth wheel stand. Pedro says that wheel stand makes the front end go in the opposite direction from the finish line. And he can't explain the mechanical advantage of that principal mathematically no how.

26/ROD & CUSTOM • SEPTEMBER 1961





Well, Señor, we took the car out to the loco drag streep and eet really run the  $\frac{1}{4}$ . Pedro was all TV smiles. He said he was anxious for the National Drags and the trophies and the lucky señoritas, and maybe a new car, or truck, or burro.

But the next day he weren't feeling so smartly. He read Rod & Custom magazine about last year's Nationals and he saw they were running sleengshots weeth 2 engines. That made him deathly seck. Pedro wanted to run 2 engines also and he already had his car built. After he was seck he got mad. And then he starts to theenk and worry again. Finally he climbed een the hammock and slept another day and  $\frac{1}{2}$  until his wife keeched him out. Then he did a funnier theeng than last time. He got a 3 blade electrix fan from the house and put eet een the open window of the burro shed. He said thees was his wind tunnel. He said that frontal area ees very important. But he says the same theeng about his fat wife and that don't prove nothing. Anyhow he wanted to put two motors on the dragster and eet was already built. And he wanted at the same time to keep frontal area to a minimum. He said eet had to be simple.

And that's whot eet was!! What he did thees time was build a leetle trailer and put a motor on the trailer and also a gear box to the wheels and he had a dragster with 2 motors, including the trailer. Incredibly thees theeng run faster than the front wheel drive sleengshot only. Now Pedro was smiling loco and packing his bowling bag for the National Drags Championships at Indian-applesauce.

But the next day he was taking another siesta een the hammock and eet certainly looked bad. At sundown he got up and worked all night and built another trailer weeth a gearbox and motor. Si! That's right! Pedro said that now he believed he reely had something. Now he wanted to go to Bonneville also! He said all he needed was another trailer for the sleengshot. And he took thees vehicles out and run eet and eet maybe went faster yet. As a matter of facto he almost couldn't get eet stopped. But Pedro says don't worry. He says there ees lots of space to nowhere at the salt flats.



## PEDRO continued

Absolutely there was no holding Pedro down now!!! He was wilder than a jumping bean! He went right back to the burro shed and without climbing een the hammock he began working and sweating and bouncing tube benders off the

walls! He was building more hot rod trailers! After he got 3 more finished I asked him what he was doing now. He said eet was only natural! He said he was going to try for the Land Speed Record! He was simply going to add another trailer and another trailer and another leetle trailer until he run any 2 ways above 400 m.p.h. Pedro says what does Mickey Thompson have that he don't have twice as many of doubled?

And hees serious too. ●



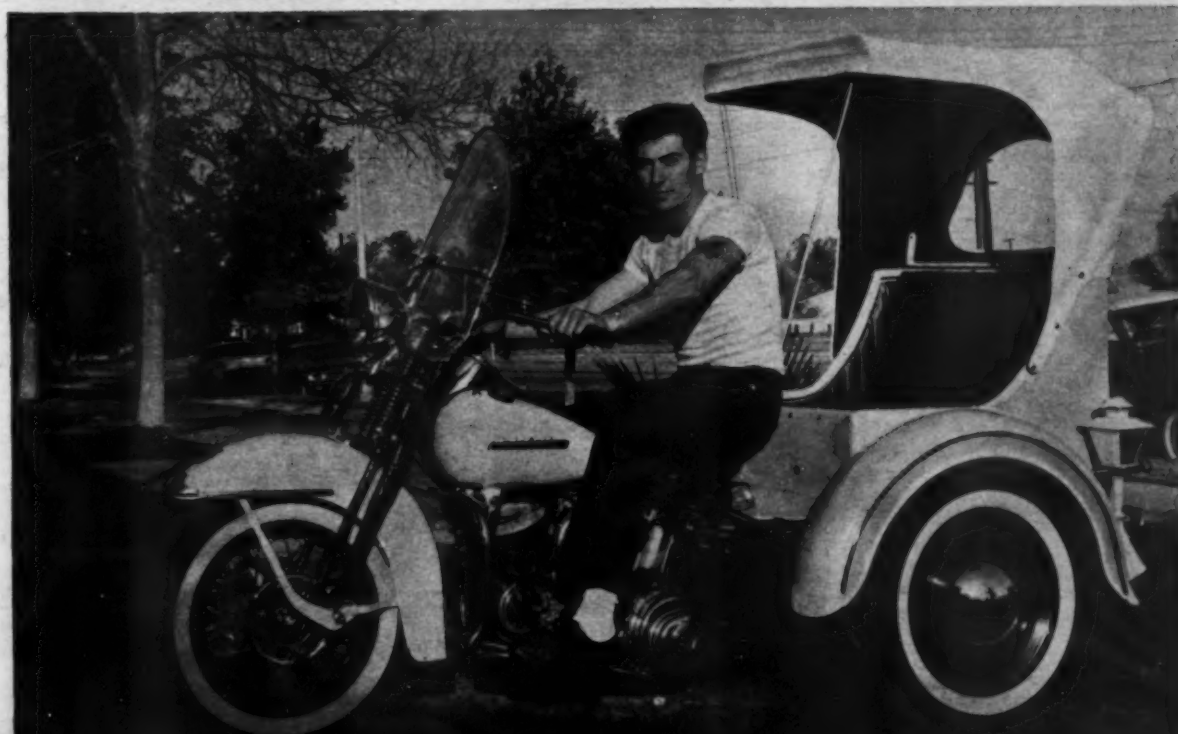
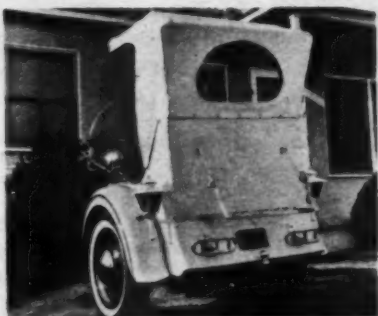


# K&E Cycle

bike boys join the act  
in current  
show car tracks

photos by marie beck

Customized motorcycles are not new to the car show circle, but one like Dan Shepard's three wheeler causes many comments and stares. Dan bought the tired ex-police service-cycle from a dealer near his home in Sylmar, California, and proceeded to completely rebuild it. While at work one evening, he conceived the idea of the back end. The box was cut down 3" around the sides and raised 16" in the back. Tubing was used to roll the edges. The top bows also are of tubing, resulting in a total of 45' of tubing being used. Dan also made the luggage rack, using angle and flat stock. Clinchers are chromed water faucet knobs. Rear nerf bar treatment consumed more tubing. The very unusual taillights are regular porch lamps converted to automotive bulbs and wires. Trailer hitch is to be used for small trailer now in the construction phase. Numerous parts of the engine have been chromed. Black Naugahyde upholstery, black frame and wheels contrast with whitewalls, white top and Canary Yellow paint.





# JAMBOREE

hike

**spring bash a  
hard-fought contest**

photos by pete hallock and  
lynn wineland

Start of road race finds riders hard on it toward the first turn.  
Flat 90° turn brings out different styles as riders bunch together.

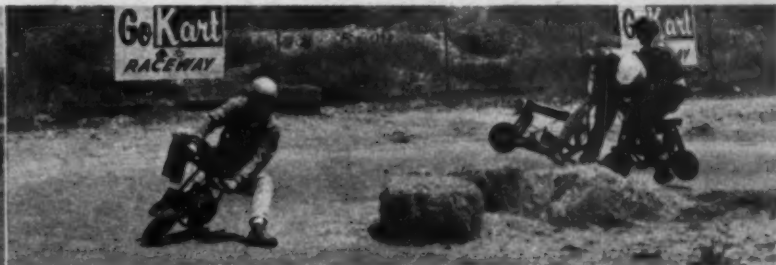




The ladies were not excluded by any means. Here, one is about to be overtaken by rider wearing full leather outfit for full protection.



Intent expressions indicate nature of the competition. Mini-bike racing affords plenty of thrills and speed as well as much enjoyment.



Three competitors roar out of last turn for the straightaway. Next time around, only one roars out of same turn, while the other two dance.



Not all the work was on asphalt. The green flag comes down for start on the dirt oval.



Boulders as big as the tires were waiting for anyone who got off the course during the hare scrambles. Events were run at Go Kart Raceway, Azusa, Calif., on asphalt, flat track and dirt.



An added hazard on the hare scrambles course was the "mud pit", a well-watered section of slippery goo. The ladies were keeping tabs on riders as well as helping to keep morale high.



RAC Ad Manager Don Watkins used his desert riding skills to help tie for Sweepstakes.



(Left) Very clean and good-looking bike at race was the new Savage Engineering machine. Bike featured West Bend 590 engine, fenders.

Luther Engineering mini-bike is suspended in front and rear. Engine is West Bend 700 which is equipped for dirt with paper air filter.





# ROD & Custom



MEMO to You Devil!


Let's see something on a frantic '48 Ford  
for the September issue...



John A. Holland  
-editor



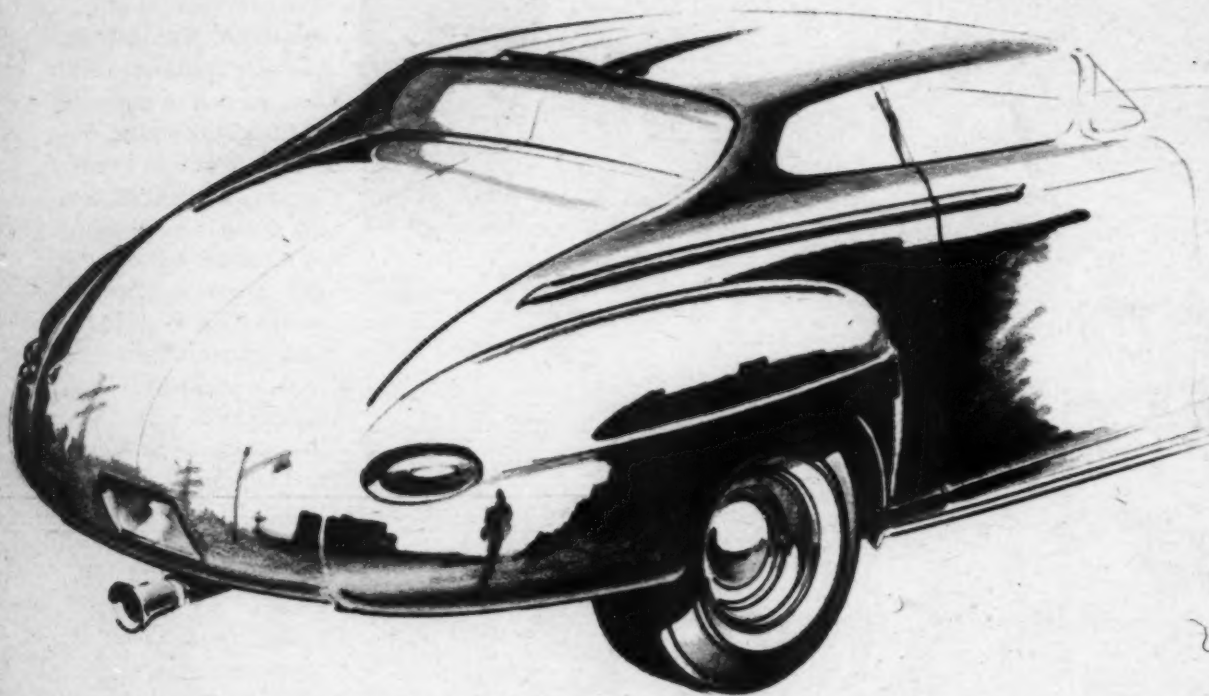
## FASCINATING '48



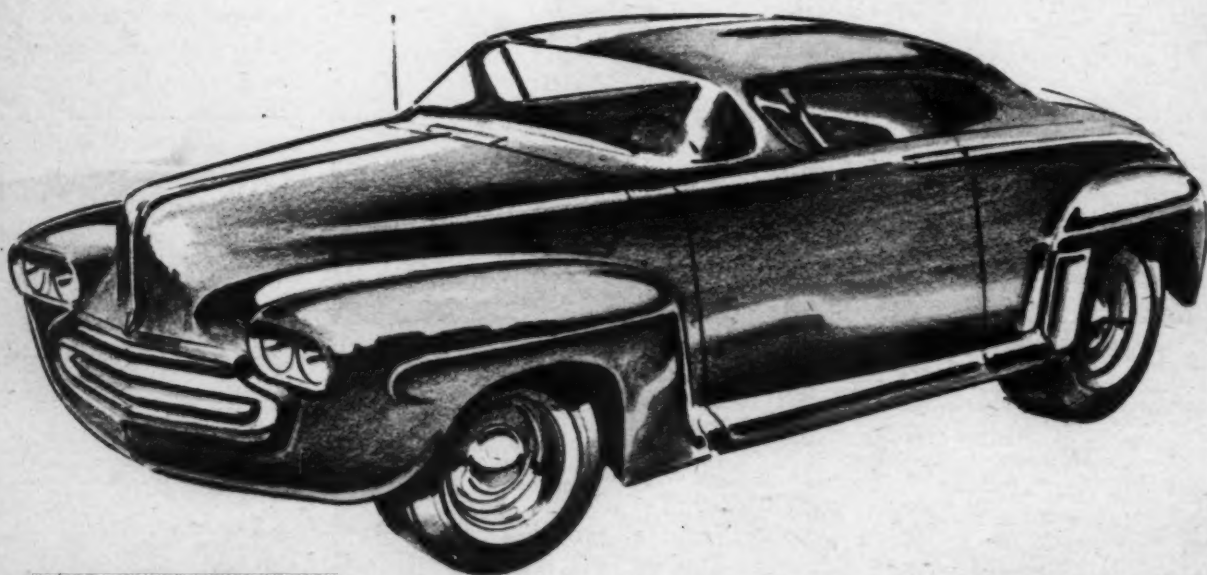
The offerings out of Dearborn, Michigan for the year 1948 ended the long stretch of basically similar body styles begun in '41 and were perhaps the best of the lot. Considered by many to be overly bulbous, the '48 now lends itself to updating by virtue of easy adaptability to such contemporary gimmicks as quad headlights, wide grilles and big engines. At the hand of Tom Daniel, with an able assist from a sharp pencil, the '48 takes on a new look. Following the theme of the postwar years, the top is lowered, yet glass area is kept as large as possible to avoid the 'squashed' look. Body lowering has been done as sensibly, using steps in the frame rather than the more common 'shackling' of earlier days. Elimination of bumpers meant rolling pans for front and rear to carry the fully rounded theme.

photos by al paloczky

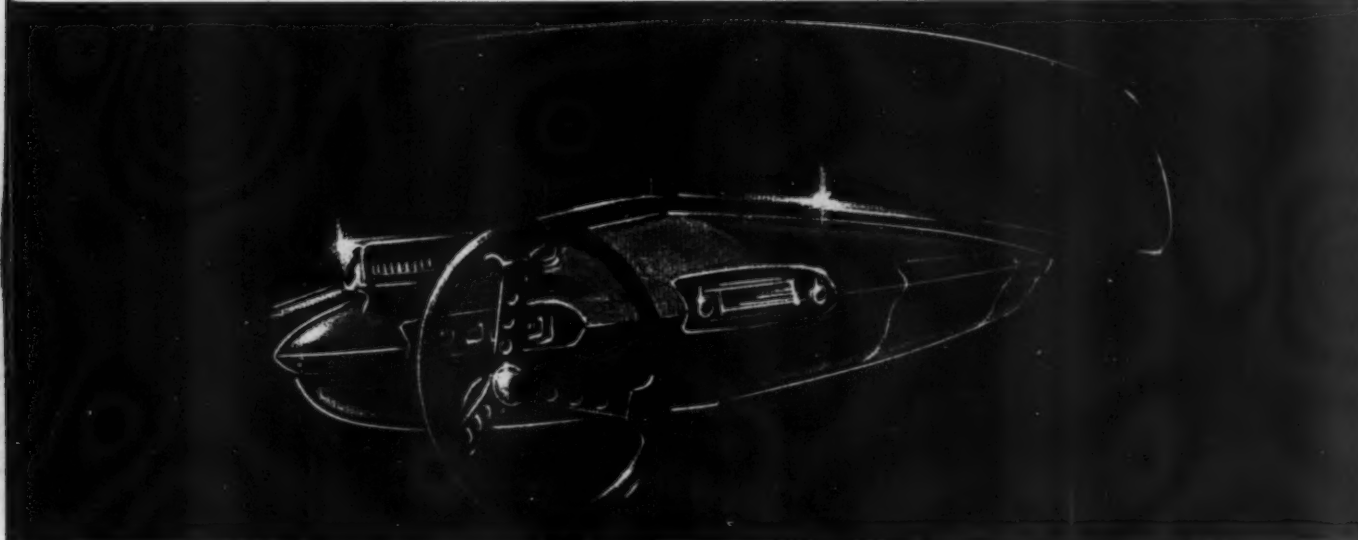
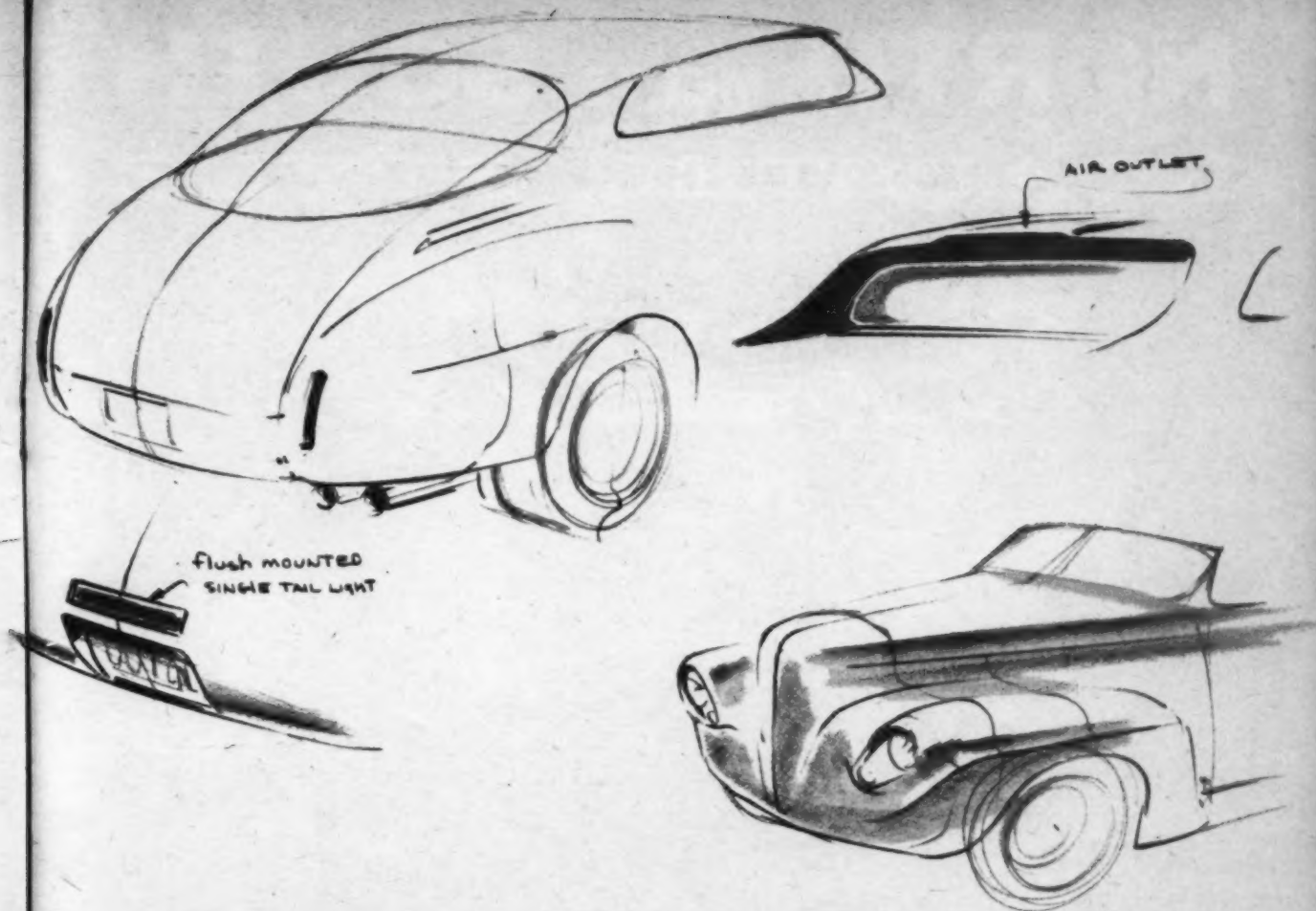
# FASCINATIN' '48



Deck lid has been extended to lower edge of body and has license recessed in low position. Natural roundness of body is accentuated by the oval taillights and single "slinger" exhaust stack. Restyled top has deep-set recessed rear window, fairings, flowing into trunk lines, air outlet.







Dash has been fully modified with engine instruments and radio recessed, separate speedometer, Moon dished racing wheel. (left) Fenders are naturals for quad lights. Top has wrap-around windshield; hard-top styling. The belt molding and angle is the same as the windshield post.

# NORTH MEETS SOUTH ROADSTER STYLE



roadster clubs revive custom of road cruises photos: PHOCAR and east

IT IS DOUBTFUL that there is any place where people gather together to talk that sooner or later the conversation doesn't turn to reminiscence of the "good old days." This particularly holds true for the hot rod fraternity. Invariably, after the usual talk of who dusted whom at the drags and how so-and-so is going bigger and hairier than ever having gone before, somebody says, "Yeah, but I remember when..." and we are off on a tour of the "good old days" of the dry lakes, flatheads, four-bangers and roadsters. Someone has usually been thumbing through some rare old issues of *Hot Rod Magazine* and takes delight in describing how strange but "neat" the cars and activities must have been. For instance:

"Y'know, I was looking at a '49 *Hot Rod* the other day and ran across the one with Jim Berger's Fronty T in it. Wouldn't ya love to make it to the drive-in in something like that? In the same issue, it has a story about a bunch of roadsters going on a long road cruise. What a gas that would be!"

"Yeah, that would be the greatest! I wonder why nobody does that anymore? Maybe it's because there aren't many roadsters around. Everybody either drives a custom or a Corvette, nowadays."

Well, don't despair, fellows, as there are still some roadsters around and some of those still go on the long road cruises. The most recent example is that of two West Coast clubs who thought

that it would be a swinging idea if they could get together and make one big outing. The only problem was that the two clubs, the *Bay Area Roadsters* (of San Francisco and Oakland, Calif. area) and the *Roadsters of Los Angeles* were many miles apart. However, after numerous letters and phone calls, a date and place to meet was decided upon. It was agreed that the destination should be scenic. This made Sequoia National Park the logical place, as it certainly is scenic and is approximately 250 miles from both the starting places. The date was set for May 20, 21, 1961.

Visalia, California, had been designated as the meeting place, being 40 miles from Sequoia Park. The two groups proceeded to the park, turning



Members of the Bay Area Roadster Club greet the just-arrived group of cars from the Roadsters of Los Angeles near Visalia, California.



Tree affords bird's-eye view of minor repairs when ignition points closed up on LA. car. No serious difficulties arose on entire trip.



Shirts and jackets identified members of the two clubs. Public reaction to groups was good.



Early Sunday morning photo finds tops, turps, covers keeping dew out. Night was spent right in Sequoia Park at an altitude of 6,400 feet. Sign on porch railing says, "Welcome Roadsters".



Giant Sequoia tree (upper right), dwarfs roadsters parked for this portrait photo. Total of 33 people and 17 cars met for the two day get-together and cruise. Many hours were spent in roadster talk and enjoyment of ample amounts of sunshine, cool air and beautiful scenery.

many heads of curious on-lookers on the way. The climb to the park was steep with many switchbacks through beautiful country. Upon arriving at the park, reservations were confirmed and the cars covered for the night.

The evening was spent by the 33 roadster-riders all gathering in one cabin for a grand time of getting acquainted and talking roadsters, roadsters and more roadsters. The wives that went along on the trip were just

as proud and enthusiastic about "roadstering" as the husbands.

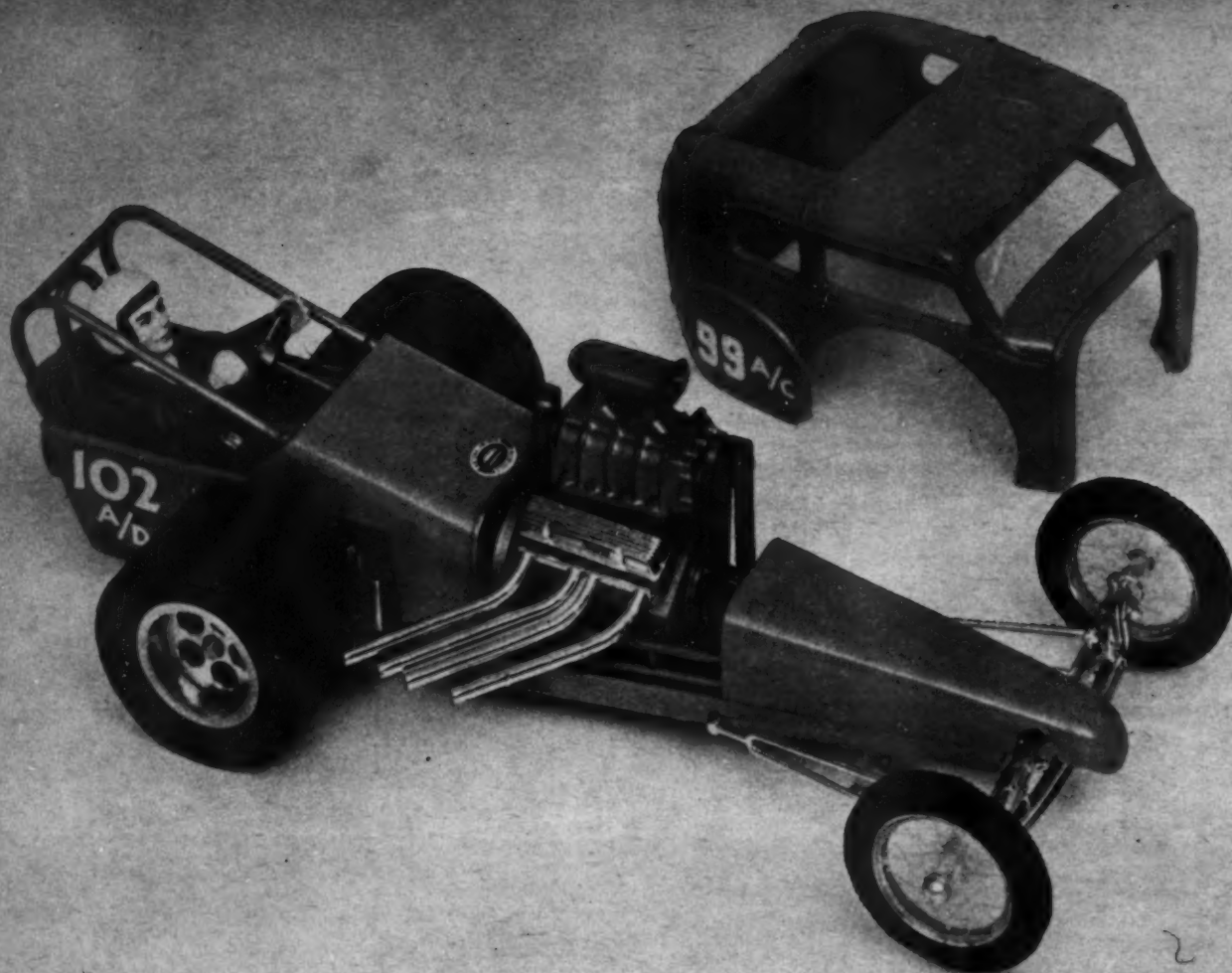
The next day dawned clear and beautiful and the early hours were spent wiping off the dew and in much mutual admiration of the different cars. Eventually, the 17 rods were gathered in one place and cameras were put to good use. There seemed to be just about every variety for the cameras to record; Model A's, T's and '32's; fenderless, cycle-fendered, and full-fendered; flat-

heads, Chevies, Chryslers, Dodges, Buicks, Oldsmobiles and Cadillacs.

After the picture taking session, the roadsters were fired up and a tour of the scenic sites was taken. The brisk air, bright sunlight and huge Sequoia trees made a wonderful combination—a combination best appreciated from an open car.

So there you have it—a real road cruise by a bunch of real hot rodders—in roadsters, naturally.





## DRAGGIN' IN MINIATURE

electrifying monogram's  
new "sizzler"

By BILL SIPPEL

THERE HAVE BEEN many plastic models in the hot rod field but the new *Sizzler Dragster* has outdone them all. There are 6 different body combinations, 4 frame combinations and two engines that can be built up, ala injectors or blower.

Of course we can't bear to see this fine model sit on the shelf when there is an electric powered drag strip near at hand. You need not follow our structure, but may choose your own combinations of body, frame, engine and styling. We will give you a motor mount-

ing method so you will have one known way, other styles being possible.

For dollar value and simplicity we must go with Auto Hobbies 12 volt car motor. This motor takes no back seat in the speed department so we are safe from this angle. We are building our car in two pieces so it can be taken

apart, should the front end be wiped out, as so often happens. We are also using a dual body combination; both slingshot dragster and Bantam coupe.

Using our method you may build up the front half of your car first. Build in any style you like, box, pointed, enclosed, open, either engine, etc. In any case before mounting the plastic engine to stay, cut off  $\frac{1}{16}$ " of the rear bell housing completely. This is needed for clearance of the *real* motor in our assembly.

Now the rear half; a little tougher ... First glue the underpan and firewall to the dragster cockpit. After it is dry measure back  $\frac{1}{8}$ " from the firewall and draw a vertical line on both sides, then a second vertical line  $\frac{1}{2}$ " further back. Next measure up  $\frac{3}{16}$ " from the underpan seam and connect the two vertical lines. Now cutting through the underpan remove this entire area. Next measure forward from the rear of the underpan 1" and cut through the underpan to the seam, removing the forward part. In some cases you may have to



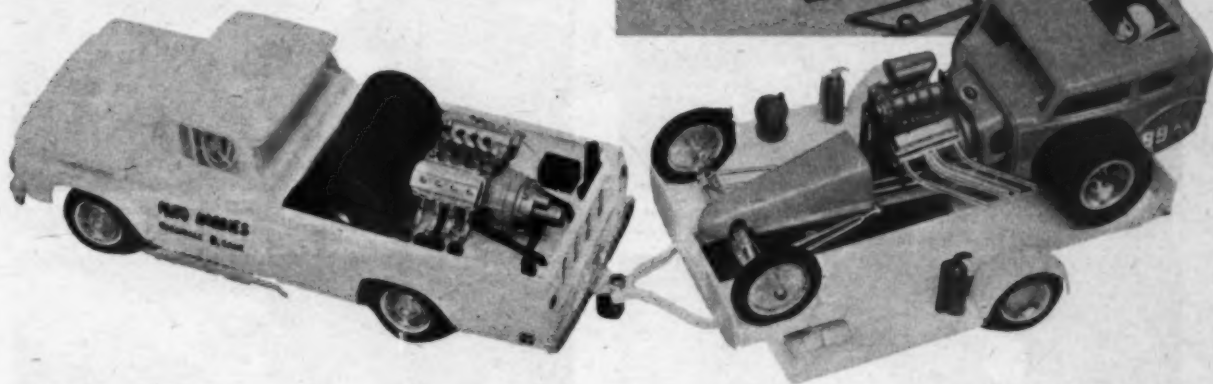
Partially dismantled Monogram "Sizzler" dragster shows frame detail. The extra rear wheels for the dual tires were turned from aluminum.

Underside view, (upper right) shows the guide pin and drag contacts at front end and portion of metal motor mount. The axles are threaded.

Exploded view, (right) shows the entire motor and mounting plate; an extra frame rail, showing the portion removed to install the motor.

Assembled model, (left) is very authentic looking with blown, injected Chevy engine. Coupe body slips over the body for change of class.

Ford pickup model with trailer and spare engine, tires and spare parts completes the ensemble, making it ready for either shows or drags.



remove all of the underpan except the section at the rear. Last, file the axle slots out to a diameter of  $\frac{5}{16}$ ". This makes the body a drop fit over the motor.

From the front half, break the frame off at the upright structure that fits behind the firewall leaving the upright on the rear section. Glue the seat, parachute, etc. into the rear frame section. When this is dry cut off the bottom frame rail at the front of the seat. Cut off the top roll bar at the upright structure and glue the assembly into the body shell. The driver must lose his toes but otherwise stays intact. When gluing him in he reclines slightly more than intended and his legs touch the top of the body shell to clear the motor. Next glue the steering assembly to the underside of the body shell positioning the wheel into the driver's hands.

If you wish to run the coupe body over the dragster body as we did you will have to use the box style roll bar.

From the photograph we can show the motor frame structure better than

a thousand words could describe. If you use the box nose rather than the pointed, your front frame can be box type. We used .016" brass. For those lacking equipment for such work, Auto Hobbies build such frames and other components. With the motor mounted to the frame the slingshot body drops over the motor, being supported in place by the bottom of the firewall, the axle slots, and the brass at the rear of the underpan. Next, slide the front half on, the brass frame sliding between the motor pan and the underpan. The frame rails and plastic engine bell housing slide into the firewall. From the bottom, up front, a single screw through the underpan into the brass pan locks the car into a very solid unit, yet is quickly disassembled.

There is only one way the plastic rear wheels will hold up under 20,000-plus rpm. Thread the wheel and axle to 5-40 and screw them on with a locking nut at each side, but even then...??? The safe way is aluminum wheels, which

involves either a lathe or choosing between Veco #361 or Auto Hobbies' wheels.

Pickups consist of sliding brass or steel in the .003" to .006" area. These are screwed on through the plastic underpan and wired to the motor brushes. If the pickups tie into the brass frame in any way the one wired to the isolated brush (right side in our case) must be isolated from the brass to eliminate a dead short. The guide pin extends down between the pickups and if it is fastened to the brass frame such as ours, must be insulated with plastic tubing, to eliminate shorts. The pin extends  $\frac{3}{16}$ " below the tire ground level contact point to get the full benefit of the slot depth.

Well, it's ready to run. How much did we spend?? The basics come to \$6.25 in round figures. The deluxe route gets you into the \$8.00-plus bracket, and for another \$2.00 you can get an AMT truck and trailer to really round it out... Power the truck you say—GOOD GRIEF—!!!...why not????? ●

# HUBLEY PLASTIC MODELS

*how-to-do-it with a new  
line of models*

photos by randy holt

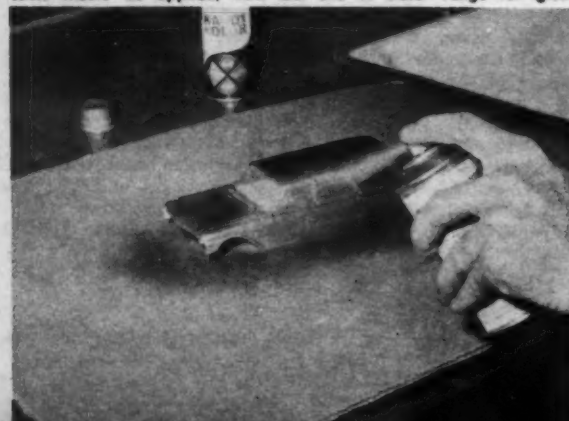


All chromed parts are attached to a frame and should be carefully cut apart. This is also a good time to make custom changes desired.



Base gold paint is applied as first part of custom "candy" color. Paint can is held a little away from the car at first to "fog" point.

Color coats of translucent "top" paint are added to body. Several coats should be applied, with last one at closer range for gloss.



After opening the kit, spread out the pieces and become familiar with them. Trim off all the casting residue and any rough edges left.



Following the directions, trial fit of components should be made. Wheels and tires are assembled to axles and chassis with a mallet.



Interior may also be sprayed, along with dash panel. Builders may also wish to hand point for added detail or upholstery with some cloth.

After paint has thoroughly dried, windows, interior, bumpers and the chassis are assembled with screws. Chrome trim may then be added.

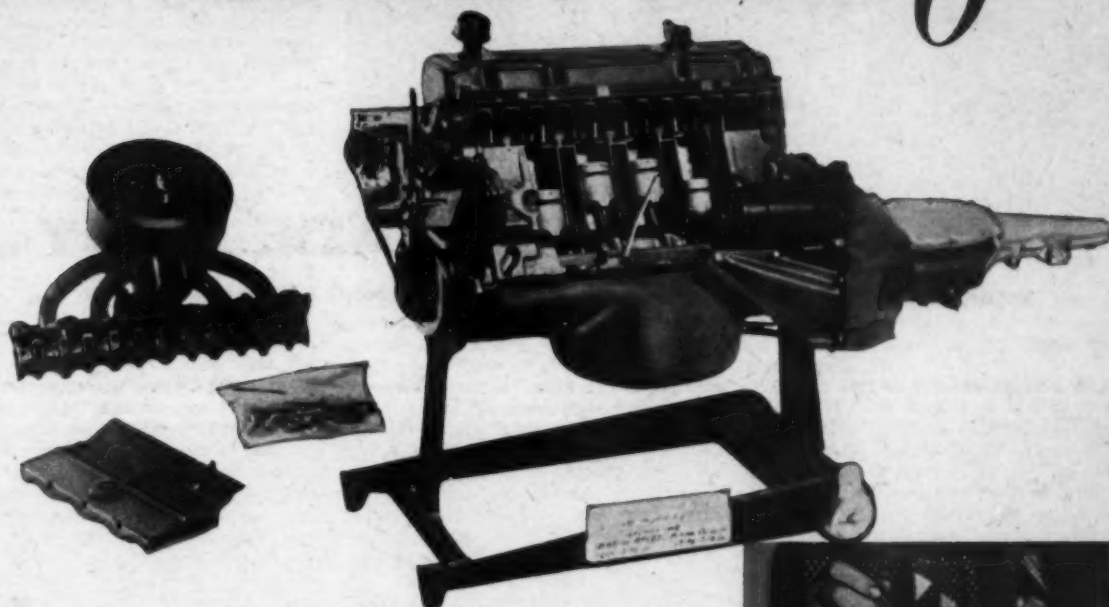




NEW KITS:

# REVELL'S SLANT-6

6



**300 parts  
make up  
"working" model**

The new Chrysler Slant 6 model auto engine kit manufactured by Revell, Inc., of Venice, California, is very complete and to proper scale.

Engine is constructed in such a way that all parts are removable and also authentic. Engine has valves, piston rings, crank, etc.

**A SURE WINNER** in the model field is Revell's really fantastic, operating model kit of the Chrysler Slant-6 automobile engine.

Although there are other automobile engine kits on the market, this is the first one that is authentic right down to the smallest detail.

Designed in  $\frac{1}{4}$ -scale, the Revell engine kit has the official approval of the Chrysler Corporation. The designing of the kit was under the supervision of W. L. Weertman, Managing Engineer of Chrysler's Engine Division. Weertman was one of the team responsible for the design of the real engine and he says of the Revell kit that except for using a battery instead of gasoline, and except for size, there is no difference between the real engine and the model.

Just as the real engine, the Revell kit can be built up and taken down as often as desired with the same nuts and bolts technique. A section of the front block is easily removable, so that the working parts can be seen in actual operation. The firing of its spark plugs can even be retimed.

More than 15,000 man hours and nearly a quarter of a million dollars went into the development of this model. The approximately 300 parts of the

engine are molded in the exact colors of the real one. The valves and spark plugs as well as the nuts and bolts are made of metal for durable operation.

Revell, the world's largest manufacturer of plastic model kits, selected this engine because of its revolutionary design. Although created by the Chrysler Corporation as an economy engine for the compact cars, it has proven power packed. Cars such as the Valiant, Lancer, Plymouth and Dart, powered by the engine have already won many championships. At Daytona, Florida, the engine has racked up the first three winning places in the Flying Mile, the Standing Mile and the National Championship Compact Car Races, both 10 Lap and 20 Lap. It also ran off with first prize in 150 Mile in the Cannonball Division Compact Car Race. In Detroit, it captured the National Championship Drag Race as well as four first prizes in the Regional Sports Car Club of America meets. Top speed was 122.282 average miles per hour.

In slanting the engine at 30°, thus reducing its overall height, it becomes possible to design a smarter, lower hoodline in the cars it powers. By offsetting the water pump to the left side of the cylinder block, engine length was

also reduced. This provided space for an intake and exhaust manifold that made possible its championship performance.

A compression ratio of 8.2:1 makes the use of regular grade fuel possible. Large radius exhaust manifolds permit burned gases to quickly leave the combustion chamber, thus eliminating power loss due to back pressure.

One of the innovations which no doubt will be copied by other automobile manufacturers is the alternator. This device converts alternating current into direct current and produces electricity while the engine idles, preventing battery drain.

A full description of all of the engine parts as well as their function are lavishly illustrated in the booklet enclosed with each of the Revell kits. This booklet, "The Story of the Internal Combustion Engine," will be read and re-read by every auto-minded person.

The Slant-6 Engine kit, retailing at \$12.95, will be on the market some time in September. According to a Revell spokesman, the demand for it has been so great that for a time there will be limited distribution and model builders advised to place their order reservations for it at their favorite dealer.

# SPY IN THE SKY or WORLD WAR III MADE EASY

another factual account

By HENNING & CONRAD

I BURST INTO MR. WINELAND'S OFFICE at exactly 4:59 P.M., my article in hand.

"I did it! I made it before the 5 o'clock deadline", I said smugly, waving the finished product at him. I stopped waving in mid-air, for my beloved boss had a very concerned look on his face.

"We have run into trouble, Henning", he informed me. "Roth just called me, said that there was an odd looking character hanging around the warehouse. It's probably one of those snoopers from 'another magazine'... trying to steal our plans for ROTAR."

After I had expressed what I felt was proper concern; I handed him the article and asked him what he thought of it. He read a few lines and then reached for the red pencil. "It's pretty good, Henning, but you are going to have to take a little more time with these stories."

He made a few squiggles on my manuscript.

"This thing could have used quite a bit more polish...and the spelling is really the worst thing imaginable."

He made a few more squiggles.

"And, another thing; your punctuation gets more miserable every time I see it."

Another squiggle.

"I sure get tired of correcting all your copy. If I have to edit everything that comes through here, I won't have time to get anything done." I watched him "squiggle" all over my efforts for the next ten minutes.

When he had finished, he asked me to run back over to Roth's warehouse and keep an eye out for the snooper. I pleaded with him that I was an artist and writer...not a private detective; but, of course, it did no good.

As I was leaving, he called after me; "Say, Joe, about this *factual* business. Couldn't you at least make me seem a little kinder? What will people think?"

I promised that I would *try* and headed for Roth's place. On the way there I had plenty of time to attempt to figure out who was behind this bit of sneakery. I must confess that the first thought that entered my mind was Dirty Doug's recent disloyalty at the

auto show. I did dismiss that, however, because he had obviously learned his lesson. Otherwise, Roth wouldn't have let him come back to work on "ROTAR".

Just as I pulled up to the curb, I saw a figure dart around the corner of the building. I gave chase; but by the time I got to the alley-way he was just disappearing over the fence at the end of the block.

"This custom business is getting more like Detroit every year", I muttered to myself. "No wonder they're so secretive about their new designs."

As I turned to go back to the front of the building, I was startled to see Roth peering around the corner. "Why are you hiding there when I needed you to catch the sneak?", I asked.

"Oh, that", he began to explain. "I'd have made the scene for the chase, myself...but I figured that somebody ought to, like, watch the goodies." He followed me into the shop, still trying to clear himself of any charge of cowardice.

It looked as though he and "Dirty" had accomplished quite a bit since I had

seen "ROTAR" that morning. Actually, they hadn't done a whole lot, but several other people had. For instance, there had been solid white lenses made for the Merc tail lights which were to serve as headlights on "ROTAR". Doug was trying to fit them on the plaster model.

It was rather a jolly sight to see that wild blob of plaster sporting head lights and the "bubble" that had been delivered that afternoon by the boys from ACRY Plastics. Larry Watson, the transparent paint king, and Martinez of Lynwood, who is doing the upholstery, were already wandering around it mumbling something about color co-ordination.

"Roth", I asked "What, or who, do you think is behind all this? Do you think the spy is really from 'one of the other magazines'? Or, could he have been sent by the Kustom King?"

"We should find out tonight", he replied mysteriously. "Doug is going to stand guard; so maybe we should, like, cut out."

Roth suggested that I stay the night with him, so we would both be close in case Doug caught the intruder. We

"I caught him! I caught him", he giggled. "I caught the snooper."



both turned in early because the day's activities had us bushed. It was only a few minutes before I heard Roth snoring in the next room.

I just couldn't seem to sleep. Maybe it was the thought of the snooper... but I feel that the framed "wierdo sweat shirts" which were hanging on the walls, glowing at me, had more than a little to do with my insomnia.

A few minutes later, when I could stand it no longer, I rose from my bed and made my way back to the "kitchen". My banging around roused Roth, who came stumbling sleepily into the kitchen. "Like, I smelled something brewing, Dad", he ventured, opening one eye cautiously. "What's happening?"

Before I could reply, a piercing scream rent the still night air. We rushed, still pajama clad, to the warehouse. There we saw the figure of a man...dangling by one foot from the end of a rope several feet off the ground.

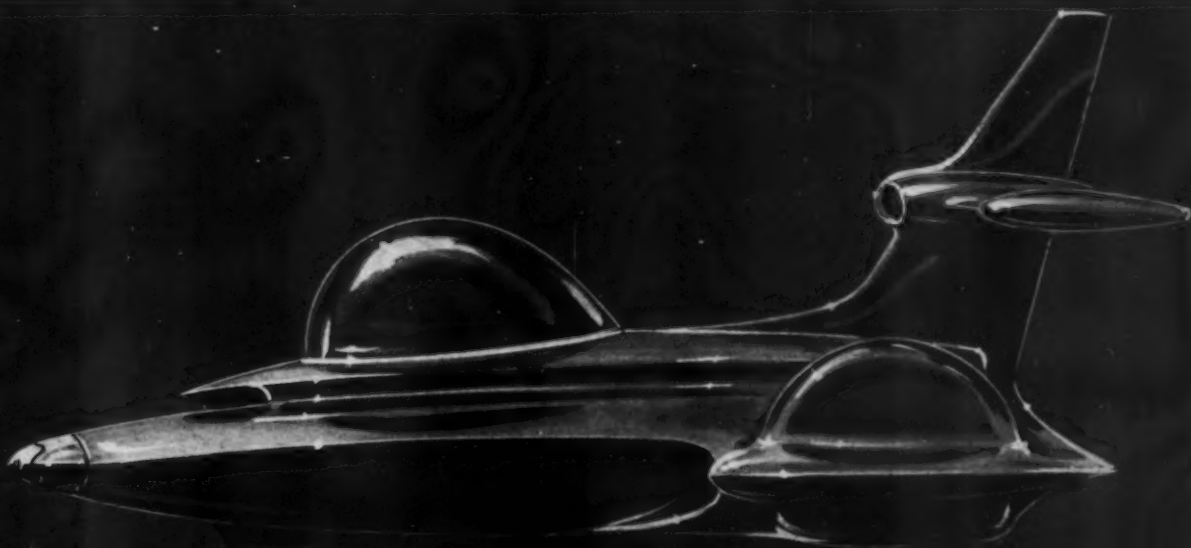


"I'm ready whenever you are, Mr. Barris!"

The figure was thrashing about and screaming while Doug jumped around squealing with glee. "I caught him! I caught him!", he giggled. "I caught the snooper."

"Get me down from here, you blasted idiots", screeched the figure. "Just wait till I get my hands on you three 'no-brain' clods, I'll..."

continued on p. 49





By **RON SIMMONS**

photos by pat brollier

illustrations by the author

# R & C TESTS the PIONEER B-4

(Modified)

**fantastic acceleration and deceleration**

**N**EARLY TO OUR TENTH YEAR of publication, Rod & Custom has only recently had the enlightening experience of testing a vehicle that has, technically speaking, a fantastic performance record. This single seat sports model seems to be the answer to all of the usual requests and "why don't they" questions that have crossed the editor's desk to date.

Almost unbelievable are the combination of low initial cost, no fuel consumption, low upkeep and high trade-in value. The rate of acceleration and deceleration should be rapid enough to please even the most demanding, unless you would be bored at the thought of going from 0-120 mph and stop in 15 seconds!...*Straight down!*

The particular test model used is a hybrid consisting of components purchased through military surplus outlets and assembled by the owner (*well qualified to do so...ed.*) in order to save money. The harness, back pack, rip cord, risers and pads are ex-Air Force, vintage unknown. The white nylon canopy is a 1952 Navy model. The owner explained to the Rod & Custom editor how the armed forces have a policy of salvaging this equipment after it has been re-packed 100 times. The test vehicle had been kept on board various aircraft in case of emergency, and the pretty,

white canopy had never been used. If you can overlook the fact that the vehicle is almost ten years old the savings of over 900% are rather nice. By comparison, look at the popularity of the thirty-year-old 1932 Ford roadster.

Our test model has been modified for sports parachuting, or sky-diving, and is, in the truest sense, a  $\frac{3}{4}$  race model as these things go. It is called a "T", meaning that one complete panel and a 12" section in the lower portion of the two adjoining panels have been removed forming an inverted T in the canopy. Toggle lines were then added, allowing the sportsman to turn to the left or right quite rapidly, changing his course of direction. A pair of "D" rings have been installed in order to attach a reserve vehicle during acceleration tests. Other special equipment consists of a cotton sleeve that assists in stability during braking and a small, spring-powered pilot chute that is used to deploy the sleeve, which in turn deploys the canopy.

The general feel of the vehicle can best be described as a snug fit, but reassuring. Due to a lack of space it would be considered unsafe to carry any passengers but the sling design "bucket" seat and adjustable "safety belt" straps seem adequate for one person. To enter, the operator simply slips his arms

Author gets careful scrutinizing from rigger to assure that brakes will be in good working order and safety belts and shoulder harnesses are properly adjusted. Site of test 'strip' is Elsinore ParaCenter at Elsinore, California and 'shut-off' area is in bed of the now-dry lake.





'Starting lines' adorn sides of the Cessna 170 which will soon be moved into position at the top of 'strip'. Rigger checks flight manifest as the pilot, R&C Editor and Author prepare to board the craft. Man from the magazine observed the start, but was not qualified to...

through the shoulder harness, fastening the chest strap, two leg straps, and snaps on a reserve. Exit is the reverse procedure, unless one wishes to simply part with the main canopy. In this case a pair of Capewell fasteners are located on the shoulder straps and pulling them will release the canopy in case of emergency. An example of this feature would be to free the operator from his rig in case he is being dragged across the ground during a high wind.

The tests were all run at the Elsinore Para-center, and were conducted by the owner while Rod & Custom's editor watched from a safe distance, both above and below, on occasion. The figures (see data panel) speak for themselves, but it is pertinent that all runs were in one direction only and that the standing ¼ mile is straight downhill. It must also be mentioned that some of the figures in the data panel are estimated, as time did not permit a thorough and perfectly accurate test.

The owner and test vehicle first boarded an airplane and circled to an altitude of 4,000 feet. As the destination was sighted the owner and test vehicle exited the aircraft, quickly assumed a

... 'drive' or dive. Author Simmons, above, right, has just applied brake following 'run' of some 12 seconds duration. Aircraft had banked and dropped altitude to allow better observation by R&C staffer. Pilot chute and sleeves are at right of partially open canopy.

stabilized, spread eagled position, falling flat and face downward for twelve seconds, a distance of approximately one-quarter mile, then jerked on the brake handle or rip-cord and slowed from 120 mph to approximately 15 mph during the next three seconds. He then admired the canopy for a moment and began manipulating the toggle lines, descending to a spot quite near our rather impressed photographer.

We feel that the Pioneer B-4 Gran Turismo is an ideal device for combating boredom, if you like that sort of thing.

It should be pointed out that while the vehicle tested was assembled by the owner for a minimum cash outlay that circumstances were extremely favorable at the time. The owner was well qualified as a member of the Army's Airborne Forces to acquire as well as assemble his vehicle. For the average person a top-notch outfit will run from \$110. (including reserve chute) to about \$430, for a brand new, commercial set-up. Only the foolhardy would trust a vehicle of questionable quality and assembly. As important as a sturdy roll

continued on page 40



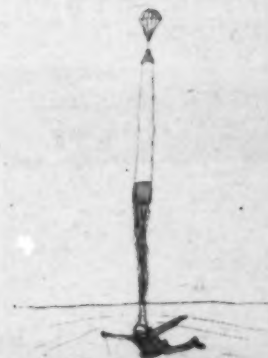
Simmons puts rear brake 'full on' and guides the vehicle toward shut-off area. Despite full application at speed for over a minute, the brake showed no signs of overheating or fade. Front brake is seldom used, but comforting.



Rear of main parachute shows rip-cord housing attached to left shoulder strap. Flaps are open to reveal how the rip-cord is inserted in cones. Eight elastics pull pack open in a split second.



As pack opens, spring-loaded, vane type pilot chute catapults out and pulls sleeve-encased canopy into airstream. Chute will deploy as jumper's weight pulls 28' canopy from sleeve.





Three experienced sky divers have just made high speed test runs of mile duration, at which time they maneuvered, passed baton between them. Bob Sinclair, left, Lynn Pyland, right, have just applied brakes (note pilot chutes) as Frank Carpenter coasts on past.



Carpenter hits brake, a purple-hued, Super-Race model with many panels (Gores) missing to increase forward speed, effect fast turns for better control and handling characteristics. Speed is needed in winds.



Sinclair and Pyland near 'shut-off' area of the Drop Zone. The wind was strong this day and chutes used had 2 gores and 7-9 panels removed for Full Race.

## PIONEER B-4

continued

bar and scatter shield in horizontal acceleration runs is the knowledge that your equipment for all vertical runs is the best.

While many rodders will prefer to restrict their activities to the horizontal drag races, a good number may wish to adventure into a new field as well, where rapid acceleration is guaranteed, traction is not a factor at all, and the fuel vs. gas controversy never arises. ●

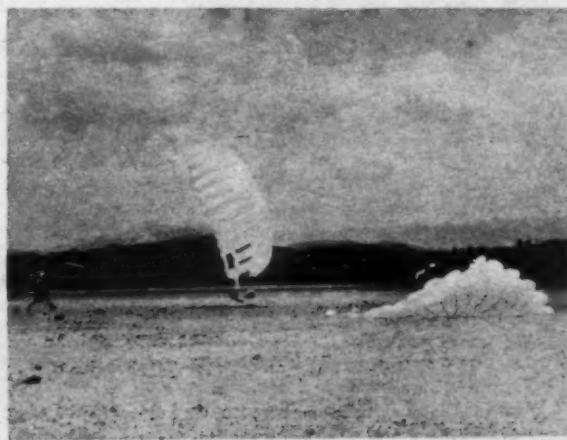
### DATA PANEL

<b>Dimensions</b>	
Wheel base, in.	60.0
Tread, 1 and 2	60.0
Overall length, in.	120.0
width	12.0
height	7.0
Equivalent air, cu. ft.	116 at 24 in.
Frontal area, sq. ft.	0.8 at 24 in.
Control clearance, in.	10.0
Steering ratio, in.	1.0
Turns lock to lock	1.0
Turning circle, ft.	30.0
Hip room, front	6.0
Hip room, rear	adjustable
Reach to seat back	6.0
Power to ground	6.0
<b>Specifications</b>	
List price	\$21 to \$421
Curb weight, lb.	30
Test weight	2.5
Compression	50.0
Tire size	6.0
Brake lining area	2500 sq. ft.
Engine type	manifold
Bore and stroke	6.0
<b>Performance</b>	
Top speed, est. mph	120
Best timed run	120
<b>Fuel Consumption</b>	
Normal range	none
<b>Acceleration</b>	
Seconds	Distance feet
1	15
2	324
10	1134
20	2372
30	4415
40	6935
Standing 1 mile	12.0
Speed at end	120.0 mph

Two sets of figures are given, the first is the size when packed, the second is the deployed size.

Pyland makes standing landing and canopy drops around him. Lynn was on cover of recent *Sports Illustrated*, and is the manager of the Elsinore ParaCenter, a division of Para Ventures, at 5013 Hollywood Boulevard, Hollywood 27, California, west coast headquarters for...

...the sky diving aficionados. As Pyland captures the chute, Sinclair has landed in a gust of wind and races madly to capsize the canopy. Capewell fasteners can release the 'tail' in emergencies and prevent unfavorable horizontal drags, most unwelcome in this thrilling sport.





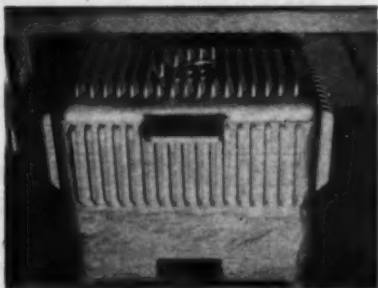
# R ShopTest

Realizing that more and more rodders and clubs are adding to their collection of hand and shop tools at regular intervals, R&C has begun this, the first of a regular series devoted to examination and testing of new and better equipment for shop use. Slated for forthcoming issues are stories on power tools, including hand, portable and bench tools; welding equipment, pneumatic tools; hoists, lifts, etc. Equipment tested

## BETA DEGREASER

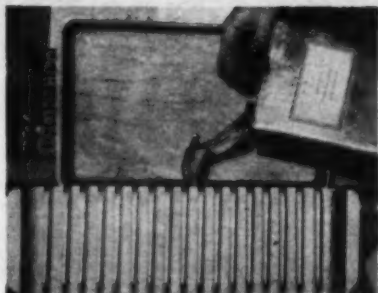
will be presented in a completely unbiased manner, with comments both pro and con, prices, etc. Average or higher quality equipment only will appear in these articles because we feel it would serve no purpose to report on inferior items of questionable durability and ability.

Let us know of any specific product you wish to see in these articles.

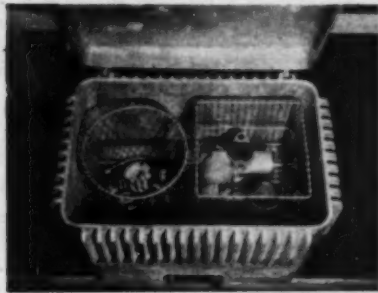


photos / lyn

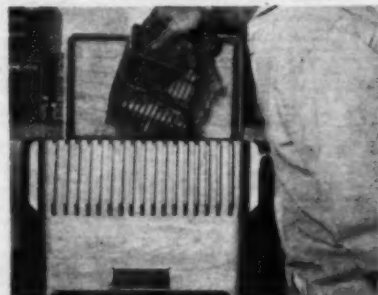
The Vap-O-Sol Degreaser is the answer for home or small commercial shops where degreasing of small parts is a routine chore. The compact, 25 lb. unit is air cooled, voiding the necessity of the usual water cooling connections and making portability and easy storage handy, welcome features. Only a normal AC outlet is required to operate. Made of cast aluminum...



...with strategically located fins to dissipate the heat from the vaporized solvent boiling in the bottom of the box, the Vap-O-Sol uses a stabilized grade of trichlorethylene to effect a 100% degreasing of ferrous metal or alloy parts. A single control switch with a signal light for 'ON' position is all that's needed for operation, dispensing with any adjustments.



Wire baskets containing parts to be cleaned are supported just off the bottom of the box above the solvent by three bars, thus the parts are never in contact with the solvent itself, but stay in the hot vapor cleaning zone. The Solvent is Non Explosive and Non-Flammable, thus perfectly safe in use. For those who are not acquainted with the advantages it should...



...be pointed out that vapor degreasing is the best way to thoroughly clean small parts as the vapors penetrate crevices and pores in the metal inaccessible by soak and brush methods. This makes it ideal for parts to be painted or plated./Items dry instantly upon exposure to air. We found that about 15 min. was required to bring the solvent to a boil and 20 min. later...



...the parts were ready for reassembly and use. Extra-Ritzy parts should have a general pre-cleaning before placing in the Vap-O-Sol. Price is \$145.00 from Beta Engineering Co. of Houston, Texas, distributed by Lazzara Supply Co., 112 Meyerland Plaza, Houston. We found the Beta Degreaser to be an invaluable aid and worthy of R&C's official stamp of approval.

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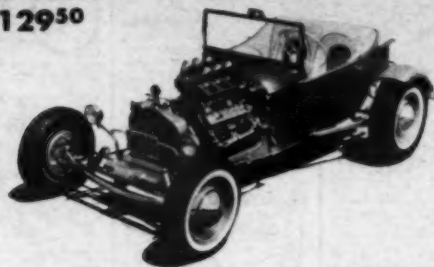
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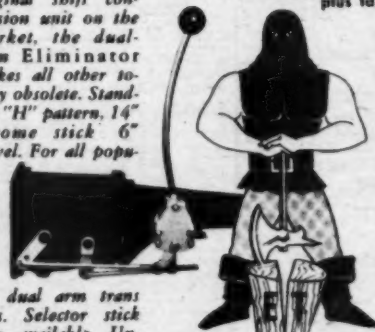


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## OUR READERS WRITE

continued from p. 7

### ENOUGH IS ENOUGH

For crying out loud! Let's get off the Buick kick, what do you say? Buick owners never could take it anyway, or if they did, they "took" it out and put it in a Ford. Sure, Ivo and Tony Nancy and Balchowsky go fast, but you'll notice they don't have the rolling casket still attached. 'Nuff said.

Jim Thompson Los Angeles, Calif.

### HE LIKES IT!

Just a note to compliment you on your outstanding magazine. Even though the size change will foul up my collection a little, I am looking forward to the advantages of the larger package. Besides the bigger pictures, it will be great to see the work of Don Jolley, Eugene Daniel, Joe Henning and Pete Millar in full size. Be sure to keep up the humor articles in the new format—they add that extra little bit that the competition either overlooks or ignores.

Don't let these narrow-minded jokers scare you out of new ideas for articles. I think R&C has come up with some interesting finds in the dune bugs, karts, minibikes, models and so on and I look for equally new and unusual things in the future. The fact that you don't dwell too much on them, but go on to others is important. Keep up the bike articles also.

Well, I guess I could have said this much more briefly—"I like it!"

Doug Zilch Chicago, Ill.

● Many thanks, Doug. We don't think you will be disappointed, as you can see by this issue, we go to any lengths (or heights) for the latest items of interest.

### SAD SEAT SITUATION

I have just picked up the July issue of your fine magazine. In the "Our Readers Write" column, I noticed the various suggestions for painting tires given to Rich Osborn's letter. I also have a problem.

Since I have been building full customs I have had one problem—the seats. For instance, I will have a custom daah, doors cut open, telephone, television, custom steering wheel, but the plain seats stand out like a "four Banger" in a Corvette. I would like to know how to roll and pleat seats and how to make headrests. Got any ideas?

Joe Knopik Detroit, Mich.



"Whad'ya mean I couldn't see where I was goin'?—I got 20-20 vision!"

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# arin cee



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WHAT'SAMATTER?

I AINT GONNA DRAG YOU,  
I HEAR YOU'VE DROPPED  
IN A 535 CADDIE!

AH COME ON... GET YER  
OLD MANS MASERATI...

NOW

NOPE!

NO!

MOMS FERRARI?

SISTERS 300 SL?

BROTHERS SPRITE?

ING?

GO KART?

SKATES?

AND TO THINK I WENT INTO HOCK  
SO'S I COULD HAVE THE HOTTEST  
FALCON IN TOWN. NOW I  
CAN'T GET ANYONE TO GO OFF  
WITH ME! THEY ALL KNOW I'VE  
GOT MEAT UNDER THE HOOD.  
NOW IF I PULL IT OUT...

THANKS FOR THE FIBERGLASS  
SHELL, SAM

WHAT'S IT FOR?

EVERYONE KNOWS MY FALCON  
TURNS ON. SO I'M DROPPIN' THE  
6 LUNGER BACK IN AND PUTTIN  
THIS SHELL OVER THE STOCKER.

THIS IS TOUGH... I MEAN LIKE TOUGH...  
AND TO THINK I WAS GONNA CHOOSE  
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by Les Ritchey

## TECH SPECS

technical editor

Dear Les,

I have a 280 hp Chevy and would like to know if there is anything I could do to my engine to get it to stay with those 360 Fords? I don't want to spend too much money since I'm working on a budget.

Terry James  
Kansas City, Mo.

• Boy! this is a switch and you've asked the impossible! Not that they can't be beat, but to do it without spending money that's something else! Here goes anyway... The best way to get the needed performance and with the least money invested would be to install a set of 4.56 gears in the rear end and the next would be to have a special advance curve set on the distributor by a competent shop near you. I would suggest 5° at 1000 rpm and 10° at 2000 rpm. Stop the weight throw-out at 10° maximum, then use an 18° to 20° lead when setting the initial timing. This will give you a total of between 38° and 40° and should cost a total for gears and curve on distributor, around \$85.00. This should get the job done.

Dear Les,

I was reading an old article in Hot Rod. In the article it said a factory Duntov is the best all around cam. I would like to know what the factory part number is. This was an old article so if you would suggest any other cams I would be very happy to know. I am building my Chevy for the street and strip.

Leonard Kreisher  
Reading, Penna.

• Since that article was written a lot of water has passed under the bridge, Leonard, so let me put it another way. For the price of a factory Duntov cam and its fine performance attributes, it's still the best camshaft for all intent and purpose, but if money is not your biggest worry then there are some fine roller cams available for both street and strip. Consult some of our advertisers such as Racer Brown and Ed Iskenderian or Chet Herbert; all real good performers.

These roller cams change the performance range somewhat from the Duntov cam but keep the horsepower for a much longer period of rpm. If you can spend the money (roughly \$300.00) this is the way to go.

Dear Les,

I am considering putting a 1960 Ford 360 Special into a 1963 Mercury Monterey 2 door hardtop. Could you tell me what main problems would arise in this type of swap and how much money it would run into.

A/3c Michael G. Moore  
Gunter AFB, Alabama

• This should make a very good swap, Mike. The usual fabrication and machine work will have to be taken care of, but actually it should be a bare minimum. More than one of our advertisers has ready-made mounts all ready for this job and it's just a matter of bolting in place. The only big problems I can see that you'll have would be cooling and this could be remedied by a bigger radiator core. The other would be an exhaust system which could be straightened out at a good muffler shop. The trans and rear end should be usable as is.

Dear Les:

I have a '54 Mercury V8; I would like to know if a '57 Ford T-Bird V8 engine will fit without any alteration. Or will a '53 Mercury V8 engine fit? I'm hoping I can find some V8 engine interchangeable without any alteration.  
Bill Cherry  
Dover, Delaware

If your Merc is a '54 it should have an overhead engine in it and if it does, the '57 Ford T-Bird 312, 292 and 272 cu. in. engine will bolt right in. Be sure to get the exhaust system with the '57 and use it, because your '54 will be 'way too small. This swap should be real rewarding and without much sweat, either.

Dear Les,

I have a cherry '35 Ford pickup with a '54 Buick Special mill, '38 Ford trans, and a 4:11 rear end. My consistent problem is traction. This little rod really comes on but it burns so much rubber it doesn't do any good. I've tried everything I could think of including big tires, higher ratios for the rear but nothing seems to work. Any help you could give me would be greatly appreciated. Keep up the good work. I've been reading your magazine for three years.

Allen W. Hendrickson  
Missoula, Montana

• Without seeing the car this is a problem, but it should be helped immensely by a couple of changes I will suggest. First, Standard Oil makes a Butyl rubber tire called a Bucron which has almost 70% better traction than a regular tire and Firestone has one which is almost the same consistency. These are sold as standard replacement tires and are terrific biters. Also, a set of competition shocks mounted mid axle housing to spring channel will snub the rear end and cause the tires to bite quicker. The wheels can be reversed to lengthen the rear tread in relation to body position.

If these fail to help you, add weight directly to the axle housing by bolting or clamping because lightness in the rear end is actually causing your problem.

## SPY IN THE SKY

continued from p. 37

My first impulse was to run as fast as I could... It was our beloved Boss! As I turned to follow this noble and worthy impulse, I stumbled over Roth



"I think we should show him the way out."

who had taken up a crouching position there earlier. I immediately realized the futility of this type of action and began looking around for something with which to cut Mr. Wineland down from the rafter.

After we got him down and quieted him with a cup of the miserable hot chocolate, which had been boiling all this time and looked like something out of the La Brea tar pits, we managed to get him to tell us why he was there at the warehouse at such a late hour.

It seems that our arch rival, George Barris the Kustom King, was claiming that his car, the X-PAC 100, was far superior to our "ROTAR". This was a shocking turn of events, but it tended to clear up the mystery of the "snooper".

"Of course, we can't let him get away with it," Mr. Wineland said. "The minute I heard about this I arranged for Roth to be on the Jack Baar Show which is to be broadcast from Hollywood in a couple of weeks. We will challenge Barris, on television, to a drag race between his machine and "ROTAR". How does that sound to you?"

"Hey, cool!" raved Roth. "I'll be a big TV star."

"What does the old Kustom think of that?" I quizzed.

"Well," replied Wineland, "he says that if we challenge him on the Baar Show, he will go on the Edd Solliman show the next night to answer us. And by the way, speaking of shows, Barris is giving a private demonstration of his car this evening at 9 o'clock. So you had better both hop on over there and take it all in so we'll know what he has really got."

So we said good-bye to our dear Boss and hurried over to where the showing was being held. What we saw there was really quite enlightening... and completely disqualified the theory of the use of a hydraulic lift.

When we returned to the warehouse, we discovered Doug talking to the strange chap we had been chasing earli-

er. He was offering Doug a handful of paper money.

We burst in upon them...

"Comrades!" the fellow beamed. "How nize of you to join wiz us."

"He doesn't want to steal the plans for "ROTAR", Doug explained. "He wants to buy them!"

"He ees right," said the snooper. "My government ees weeling to pay 10,000,000 Rubels for zees plans."

"See," piped Doug, "The Government wants them. I think it would be, like, patriotic."

"This gentleman doesn't look legitimate to me, Roth," I said. "I think we should show him the way out."

"The way out what, man?", was his bewildered reply.

Before we could throw the guy out, he explained to us that he represented the "other side", and that he would be able to up the price of the plans to 20,000,000 Rubels if we would reconsider.

Now 20,000,000 Rubels is a bit of loot, even at the current rate of exchange. So the wheels in some far corner of my head started to turn.

I ushered the spy out the front door and told him to stay gone for about half an hour, so we could discuss it before coming to a final decision. Roth started to yell something about our government taking a dim view of traitors, but I stopped him long enough to tell him of my proposition.

"We need money to complete 'Rotar', right?", I asked.

"Right," said Roth.

"Right," echoed Doug.

"So, it is really quite simple," I said.

"It is?", Roth asked.

"It is?", Doug echoed.

"It is," I repeated. "Now, here is what we will do: This cluck doesn't know a ball bearing from a cannon ball, machine-wise, so we will sell him the plans to Doug's car that he built in South San Diego last winter... and he won't know the difference."

"My car?", Doug yelled. "My car is the masterpiece of the century. You can't do this to me..."

Doug pleaded and wailed but we finally convinced him that, since his car would never run no matter what was done to it, we would all be ahead by all those Rubels... and the "other side" would end up with nothing for their trouble.

So we made the deal and it is two weeks later...

As we were preparing Roth for his appearance on the Jack Baar Show, several official looking gentlemen payed a visit to the Roth Studios.

They identified themselves as being from the Secret Police, which scared us all so badly that we were holding on to each other for support. After we had regained our composure enough to listen to what they had to say, they told us that they were there to award Doug the Presidential Citation for setting the "other side" back ten years in their air-space program.

Roth left us at the warehouse to chuckle over the award, while he went chuckling off to the TV station. Shortly thereafter, Doug and I hopped in The Roadster and drove wildly to a television store nearby to watch the show on a demonstration set in the showroom. We got there just as Baar was saying:

"This is your humble and talented star of the show. We know you will adore the show tonight, dear-hearts, because it is wonderful as usual. And, now, we have 30 seconds before we must have a few words from our brilliant announcer, Hugh Ups. So I would like to introduce our first guest of the evening. We just met him backstage a few minutes ago but we love him already. California, he is one of your own... so let's hear it for the humble and talented... Ed Roth!"

"I can hardly wait," said our Boss, "to tune in the Edd Solliman Show tomorrow night to find out if Barris will accept our challenge."

"If he does," I ventured smugly, "'ROTAR' will clobber that buggy of his."

"Yeah," sighed Wineland.

"Yeah," echoed Doug. ●

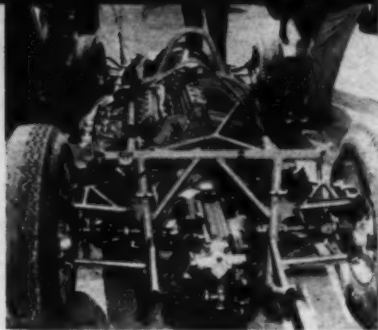
"... so let's hear it for the humble and talented... Ed Roth!"





# bench session

BY DOANE SPENCER



## rear engines — for indy, bonny and the drags

WELL, I GUESS there is going to be a big change at Indianapolis next year; like — doesn't everyone have a rear-engine car? The way Jack Brabham got around with less inches, less tire wear and less effort, should be more than just the handwriting on the wall. From where I sit it looks like a 12' x 24' neon sign. The thing that I will never understand is why it takes so long for those 'cats' to be awakened. Lance Reventlow is a good example of what can happen. He went to Europe with a good year-old design for a formula car; much like any good Indianapolis roadster. Had he been there the year before, he probably would have done very well, but those car owners aren't standing still, and consequently he was whistled off at every race. Now he is back here building a light race car, rear engine and all.

The biggest changes in design at Indianapolis in the last few years is whether you're going to have your engine laying down, sitting upright or hanging outside the frame rails. Big Deal! There have been no big changes in suspension since the Novi went to rear wheel drive. Now, I can understand this to a certain extent: Fifty 'Gs' are pretty hard to come by and one doesn't like to gamble that many 'greenies' on an untried design. But, my gosh, what's *untried* about independent suspension??

This year the big thing is coils around the shock without the usual torsion bar, like the 'limeys' do it. That's the part that really bugs me. The British have been using that particular arrangement for the past three or four years. It had been on the American market for ten years, in the form of Load Levelers by Monroe, and even before that by a local

L.A. trailer manufacturer. But no one had ever applied it to a racing machine. It seems a shame that we sit around and let others develop our ideas, with, of course, the exception of a few of the 'hot rodders'.

In a way, the 'hot-rodder' has it made; if he likes a particular item and it works for him, that's all that is necessary. He isn't worried about what 32 other cars do or do not have, he just goes ahead with whatever appeals to and works for him.

But in getting back to 'up back — where it belongs', have you noticed how good the little Corvairs are doing in the quarter? We have been doing a little tuning on Runyon Headers' stock Monza, with very good results. However, the results are not due to just the tuning, but also to the inherent design. For drag racing, you just can't beat a rear-engine car off the line! It's quite a charge to see Runyon blow off the 348 automatic Chevys with 4.11's. He is better than half way down the strip before they are able to catch him. Runyon is so enthused with this 'GM-Volkswagen' that he's going to make it to Bonneville and, I might add, with the aid of Chevrolet.

Now, speaking of Bonneville and rear engine kemps, about half of the modified chassis cars that will be running this year will have their engines in the rear.

This trend toward rear engines is a natural evolution stemming from running at the dry lakes, where traction at high speeds was becoming more and more elusive. It seemed that at each meet and each season, the course progressively became worse and worse and inadvertently the speeds became faster and

faster. I can remember when Tom Beatty, now famous for his blower conversions, drove from side to side on the course in his rear-engined tank, looking for hard spots at 200 miles an hour. It was only natural to try to get more weight on the rear wheels, so when it became impossible to move the engine back any further and still sit behind it there was only one thing to do — move it back further still and sit in front! The first big 'hot-dog' in the rear engine aggregation was, in fact, the first big name in the annals of hot rodding, Bob Ruff. His rear-engined, 4 cylinder Chevy, was the first to exceed 140 mph 'way back in 1940. Since that time the group has grown larger and larger. I guess the 'big daddy' of the drop tank division would be Bill Burke, for he was the first with this type machine. Incidentally, his first endeavor was a front-engine rig with him hanging out of it up to his waist. His next attempt was a rear-engined outfit with him way down in front and only the top of his head showing.

The Xydias-Batchelor streamliner evolved from one of Burke's creations. It started life as a 60 V8 Ford rear-engined drop tank. Dean Batchelor designed a new body which was hammered out of sheet aluminum by Valley Custom over the existing frame. This rear-engined 'hot rod' was the first of American 'hot rods' to break a world's record.

I feel I should mention that there is one man who has probably built more rear-engine cars than anybody in the world. He says rear-engined kemps are nutty! Duffy Livingston of Go Kart says that if you can't believe a rear-engined man, who can you believe? ●

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